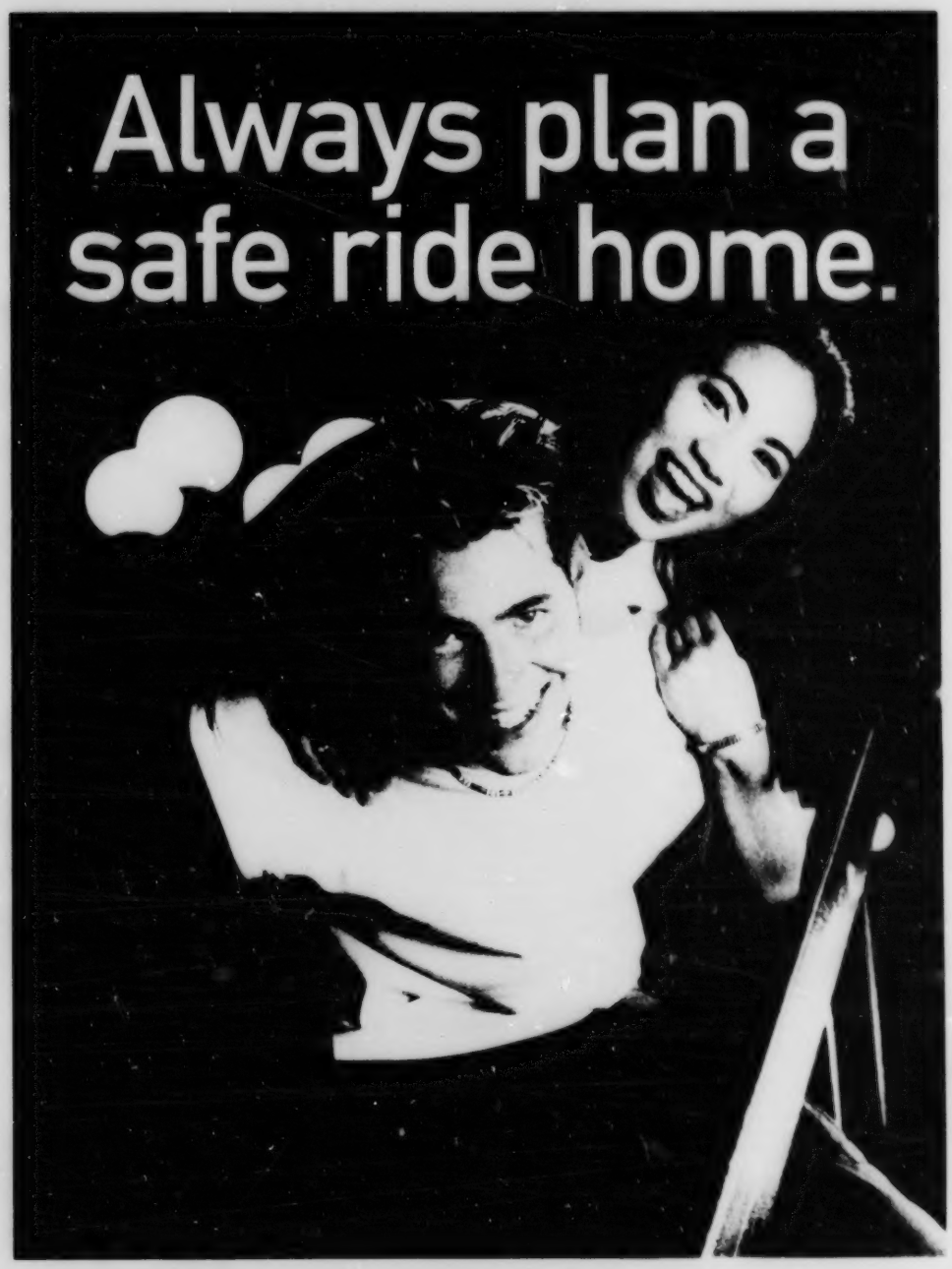

Saskatchewan Traffic Accident Facts 2001

SGI

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2001 QUICK FACTS

(2001 Compared to 2000)

	2000	2001	% CHANGE
PROPERTY DAMAGE ONLY COLLISIONS *	22,350	22,532	0.8
PERSONAL INJURY COLLISIONS *	5,434	4,886	-10.1
FATAL COLLISIONS *	137	138	0.7
TOTAL REPORTED COLLISIONS *	27,921	27,556	-1.3
NUMBER OF DEATHS	151	165	9.3
NUMBER OF INJURIES	7,851	6,933	-11.7
PROVINCIAL HIGHWAY COLLISIONS	4,248	5,205	22.5
RURAL ROAD COLLISIONS	2,423	3,055	26.1
URBAN STREET COLLISIONS	20,542	18,495	-10.0
OTHER LOCATIONS	708	801	13.1
REGISTERED VEHICLES	716,723	713,000	-0.5
LICENSED VEHICLE OPERATORS	666,266	665,760	-0.1
SASKATCHEWAN POPULATION	1,023,636	1,024,905	0.1
COLLISIONS PER 100 LICENSED OPERATORS	4.19	4.14	-1.2
COLLISIONS PER 100 REGISTERED VEHICLES	3.90	3.86	-1.0
COLLISIONS PER 100 POPULATION	2.73	2.69	-1.5
CASUALTY COLLISIONS PER 100 LICENSED OPERATORS	0.84	0.75	-10.7
CASUALTY COLLISIONS PER 100 REGISTERED VEHICLES	0.78	0.70	10.3
CASUALTY COLLISIONS PER 100 POPULATION	0.54	0.49	-9.3

*Due to differences in reporting definitions, the numbers of collisions and associated casualties published in this report do not necessarily reflect the collision and injury claims experience of the Saskatchewan Auto Fund. Collisions resulting in property damage only are reported by the police when the estimated repair costs for all vehicles exceed $1,000, whereas a collision claim may occur for any amount. Police estimates may not accurately reflect the actual repair costs and cases are excluded from TAIS when deemed to be under the reporting threshold. Private property and parking lot collisions as well as damage resulting from acts of vandalism or natural causes are also not recorded in TAIS.

SGI
road smart REPORT

TAIS annual report released

Drinking and driving was a deadly combination this past year on Saskatchewan highways.

According to the 2001 Traffic Accident Information System (TAIS) annual report, nearly 46 per cent of all fatal collisions in 2001 involved a drinking driver. This is compared to a 26 per cent involvement last year and a 37 per cent average over the past 10 years.

Seventy-four people died as a result of a drinking driver in 2001.

"Drinking and driving is still a significant road safety problem in Saskatchewan," says Kwei Quaye, Manager of SGI's Traffic Safety Program Evaluation. "All deaths from driving after drinking are preventable, and we will continue to work with the public and law enforcement to raise awareness of this issue."

Saskatchewan has harsh consequences for those who continue to drink and drive. By introducing zero blood alcohol tolerance for all new drivers and an immediate 90-day roadside driver's licence suspension for impaired drivers, Saskatchewan has some of the toughest drinking and driving legislation in the country.

"We must continue to search for and introduce initiatives that have been shown to make a difference," says Quaye. "Our continued partnerships with law enforcement, like Enforcement Overdrive, ensure police check stops now occur on a year-round basis - saving lives and preventing injuries."

The overall seat belt usage rate in urban Saskatchewan remains one of the highest in Canada at 91.7 per cent. However, a total of 69 vehicle occupants were killed in Saskatchewan last year while not wearing their seat belts and 36 of those fatalities occurred on rural gravel roads.

"We will continue to emphasize the importance of buckling up to Saskatchewan motorists, especially to drivers on rural roads, where the problem is greater," says Quaye. "By working with people in rural areas we are confident that lives can be saved."

If you would like a copy of the TAIS annual report, please contact Dwight McNaughton, Traffic Safety Program Evaluation, 4th floor, SGI head office, 775-6668.

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SGI

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Letter of Transmittal

July, 2002

To: Saskatchewan's Traffic Safety Community

I am pleased to present to you the 2001 edition of Saskatchewan Traffic Accident Facts.

Much of the information in this report comes from SGI's database on motor vehicle crashes called the "TAIS" (Traffic Accident Information System), which in turn relies on the efforts of law enforcement officers throughout Saskatchewan. This book would not be possible without the efforts of the police, who provide us with reliable, complete information about crashes.

In 2001, we introduced a new form for the reporting of property damage only collisions that are not attended by police. This new form has made it easier for police to record the necessary information on traffic collisions reported at the police station.

Beginning in August 2002, we will be implementing further changes to streamline the reporting of minor types of collisions. Only collisions that involve an injury or death, a hit and run, an impaired driver or in which one or more vehicles must be towed from the scene need to be reported to the police. All other accidents can be directly reported to SGI. These changes will free up valuable police resources that can be re-dedicated to higher priorities.

Alcohol involvement and non-use of seat belts continued to dominate the traffic fatalities that occurred in 2001. This underscores our continued focus and partnerships with you on safety initiatives related to these areas to improve road safety in Saskatchewan.

I encourage each of you to do your part to make Saskatchewan's roads safer.

Yours truly,

Larry Fogg
President
SGI

2001 SUMMARY

There were 138 fatal collisions in 2001 as compared to 137 in 2000. However, the number of traffic fatalities in 2001 increased by 9.3 per cent from 151 in 2000 to 165 in 2001. This increase is mainly due to collisions involving multiple deaths in 2001. While the number of passenger, pedestrian, bicyclist and motorcyclist fatalities remained virtually unchanged from 2000, the number of driver fatalities increased from 80 to 92.

The most prominent contributor to these fatal collisions was alcohol use. Nearly 50 per cent of all fatal collisions in 2001 involved alcohol as compared to a 40 per cent involvement on average over the past 10 years.

Injury crashes decreased by 10.1 per cent in 2001 as compared to 2000 (4,886 - 5,434). The main decrease was in urban areas where there were 509 fewer crashes resulting in injury. The number of persons injured (6,933) in traffic collisions decreased by 9.9 per cent from 7,851 in 2000 and 9.8 per cent from the 7,693 10-year average. Serious injuries decreased 18.6 per cent from a three-year average of 671 to 546.

The number of property damage only crashes showed a slight increase from 22,350 crashes in 2000 to 22,532 in 2001.

The overall seat belt usage rate in Saskatchewan is one of the highest in Canada at 91.7 per cent for all occupants. However, seat belt usage rates among vehicle occupants seriously injured is only 60 per cent, while seat belt use for fatally injured vehicle occupants was only 42 per cent. Single vehicle crashes on rural gravel roads, where seat belts were not used, was an all too common theme in 2001. Sixty-three people were killed on rural gravel roads in 2001, 32 of them were the result of a single vehicle crash where seat belts were not used.

The over-representation of young drivers in crashes and convictions is still evident in the statistics for 2001. Drivers aged 15 to 20 represented 11.1 per cent of licensed drivers, but accounted for 20.9 per cent of drivers in crashes and 21.5 per cent of drivers that incurred traffic convictions.

Overall, the total number of reported collisions in 2001 showed a small decrease from 2000 (27,921 as compared to 27,556). This is pretty consistent with the 10-year average of 27,830 collisions per year. The total number of vehicles registered in the province decreased by 0.5 per cent in 2001 and the number of drivers decreased by 0.1 per cent.

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Introduction

The Traffic Accident Information System (TAIS) is a computer-based system that compiles information on traffic collisions occurring on Saskatchewan highways. This information is obtained from the motor vehicle accident (MVA) report form that is completed by Saskatchewan police agencies in accordance with Section 83 of *The Highway Traffic Act*.

TAIS provides valuable information for many traffic collision countermeasure programs and has done so since its inception in 1979. As a result of changing needs and improved technologies, a completely new TAIS was implemented in January 1991.The new TAIS consists of a personal computer-based system that provides more adaptability to "user" needs, a redesigned MVA report form, improved instructions and user documentation.

In January 2001, a new form was introduced for the reporting of property damage only collisions not attended by police agencies. This new form has made it easier for police to record the necessary information on traffic collisions reported at the police station.

TAIS, the MVA report forms and various collision publications are administered by the Saskatchewan Auto Fund. The collection of this valuable data is made possible by the efforts and dedication of the many police officers across the province who complete MVA forms from their collision investigations.

TAIS Definitions

REPORTABLE MOTOR VEHICLE COLLISION - an incident involving one or more motor vehicles in transport resulting in personal injury or a minimum of $1,000 in property damage, not including damage to cargo. TAIS records only reportable motor vehicle collisions that occur on public roadways. While legislation requires the reporting of private property collisions to police, they are not recorded on TAIS. The following is a list of words and terms used in reportable motor vehicle collisions:

INCIDENT - Any set of motor vehicle events, not under human control, that include at least one occurrence of injury or damage. It originates when human control of the vehicle is lost and terminates when control is regained, or in the absence of persons who are able to regain control, when all persons and property are at rest. This excludes events that are the result of deliberate intent, legal intervention or natural disasters. For example, if a vehicle catches fire due to mechanical failure and the driver is able to stop safely, a motor vehicle collision did not occur because control of the vehicle was never lost.

MOTOR VEHICLE - any motorized mechanically or electrically powered land vehicle not operated on rails. Collisions that involve only construction or maintenance equipment within the right-of-way are not reportable on TAIS.

IN TRANSPORT - means "in motion or being operated" on a roadway.

DAMAGE - harm to property that reduces the monetary value of that property. It includes harm to animals that have monetary value. It excludes mechanical failure during normal operation, such as a tire blowout.

PUBLIC ROADWAY - any highway, secondary road, rural road, street, avenue, parkway, lane, alley or bridge designed and intended for or used by the general public for the passage of motor

vehicles. This includes sidewalks, boulevards and the immediate right-of-way adjacent to and parallel with the roadway. It does not include privately maintained roads, driveways or parking lots.

SNOWMOBILES AND OFF-HIGHWAY VEHICLES - collisions involving snowmobiles and off-highway vehicles that occur within the right-of-way of a public roadway are recorded as part of that roadway. If they occur outside of the right-of-way, they are on private property.

ROAD AUTHORITY - the jurisdiction responsible for the general maintenance and traffic safety of the road. The following is a list of Road Authorities and location breakdowns used in the MVA report:

URBAN LOCATION - any street, lane or back alley as defined in codes 01 and 02 below which is within the incorporated limits of a city, town, village or hamlet, except those streets recorded as a numbered highway.

01. STREET - any public road of an urban street system under the maintenance or jurisdiction of the municipal government. In the case where a road is maintained by a municipal government and would more easily be coded as a numbered highway, exceptions may be made.

02. LANE/BACK ALLEY - any alley or lane within an urban area intended for use by the public and maintained by the local government.

HIGHWAY LOCATION - any rural/urban highway, provincial road, community access or service road, or other highway as defined in codes 03, 04 and 05 below.

03. RURAL/URBAN HIGHWAY - any numbered provincial highway in a rural area or urban area with a population less than 1,000 that is maintained by Saskatchewan Highways and Transportation, and any roadways within urban limits that the police have been permitted to code as a highway for convenience (see street definitions).

04. PROVINCIAL ROADS (900 series highways) - any public highway with a highway number greater than 900.

05. COMMUNITY ACCESS, SERVICE ROAD/OTHER - roads built and maintained by Saskatchewan Highways and Transportation providing access to communities, industrial plants and/or land parcels.

RURAL ROAD LOCATION - Any designated grid, municipal or other road as defined in codes 06 and 07 below.

06. DESIGNATED GRID ROAD - A municipal road designated as a municipal grid or main farm access road on the Saskatchewan Municipal Road Inventory Maps and posted with customary grid road signs. Collisions on grid roads going through an Indian Reserve are coded to the Indian Reserve (code 09).

07. MUNICIPAL/OTHER RURAL ROAD - any rural municipal road not designated as a grid road. These will include trails, bladed and non-bladed roads, and local streets in unorganized hamlets. Collisions on municipal roads going through Indian Reserves are coded to the Indian Reserve (code 09).

OTHER LOCATIONS - any location not identified under urban, highway or rural road locations.

08. PRIVATE LAND/PARKING LOT - privately-owned property, both in rural and urban areas, such as parking lots, parkades, farmyards, private roads, driveways, service station lots, etc. Accidents coded to this Road Authority are **not** recorded on TAIS.

09. INDIAN RESERVES (Grid or Municipal Road) - any public road within an Indian Reserve boundary, other than a provincial highway, serving as an access or internal road for an Indian Reserve.

10. NORTHERN FOREST ROAD - roads in forested areas built and maintained with the primary intent of providing access to forestry operations.

11. FEDERAL/PROVINCIAL LANDS - any road other than a numbered provincial highway serving as a public access or internal road to federal or provincial land such as parks, federal community pastures, etc.

12. NOT KNOWN - this code is intended for use only when a general location is definitely not known.

PROPERTY DAMAGE ONLY COLLISION (Property Damage) - a motor vehicle collision resulting in total damages over the prescribed amount as defined in *The Highway Traffic Act* ($1,000) with no personal injuries or deaths.

TRAFFIC INJURY COLLISION (Personal Injury) - a motor vehicle collision resulting in a non-fatal injury to one or more persons. An injury is defined as any bodily harm resulting from the collision.

TRAFFIC FATALITY COLLISION (Fatal) - a motor vehicle collision resulting in death within 30 days to one or more involved persons.

Due to differences in reporting definitions, the number of collisions and associated casualties published in this report do not necessarily reflect the collision and injury claims experience of the Saskatchewan Auto Fund. Collisions resulting in property damage only are reported by the police when the estimated repair costs for all vehicles exceed $1,000, whereas a collision claim may occur for any amount. Police estimates may not accurately reflect the actual repair costs and cases are excluded from TAIS when deemed to be under the reporting threshold. Private property and parking lot collisions as well as damage resulting from acts of vandalism or natural causes are also not recorded in TAIS.

The information presented in this publication reflects all police reports known to SGI as of March 15, 2002. Since the TAIS is updated on a continual basis, information in future publications may vary from what is published in this report.

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Historical Trends

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Historical Trends

This section illustrates the 25-year history of collisions, victims, licensed drivers and vehicles.

Reporting definitions must be considered when looking at past trends. Changes to the reporting thresholds have resulted in large declines in property-damage-only collisions during the years 1970, 1984 and 1993. The years 1979 and 1981 also reflect changes in the data collection procedures and the recording of private property collisions. The continued reduction in police resources available for traffic enforcement has also had an effect on the number of property-damage-only collisions being reported. This is especially true for the reporting of wildlife collisions since 1996.

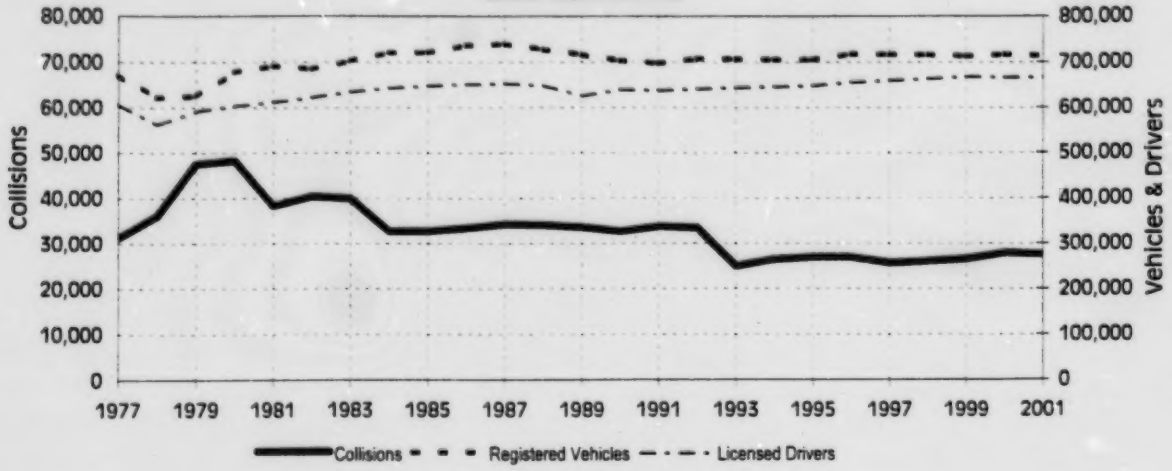
In 2001, a new, simplified form for the reporting of property-damage-only collisions was introduced. These forms are used for collisions not attended by police. It is expected that this change will have an impact on the collision trends. Some data such as environment conditions and contributing factors are recorded only if they were a factor in the collision.

Trends in crashes resulting in fatalities and injuries show a steady decline since the early 1970s. Fatal crashes peaked at 234 in 1974, while injury crashes peaked at 6,401 in 1975. The five-year averages for fatal and injury crashes are now 136 and 5,174 respectively. Trends in all collisions show an upward trend until 1979-1980, and drop off to stay at relatively stable levels through the mid-1980s to early 1990s. Data for recent years exhibit a fairly steady count of total collisions in the province. Vehicle counts and the number of licensed drivers have also been steady.

A complete listing of all the numbers used in the charts and changes in definitions are in Appendices A1.1 to A4.2.

Trends in Licensed Drivers, Vehicle Registrations and Collisions

Figure 1.1



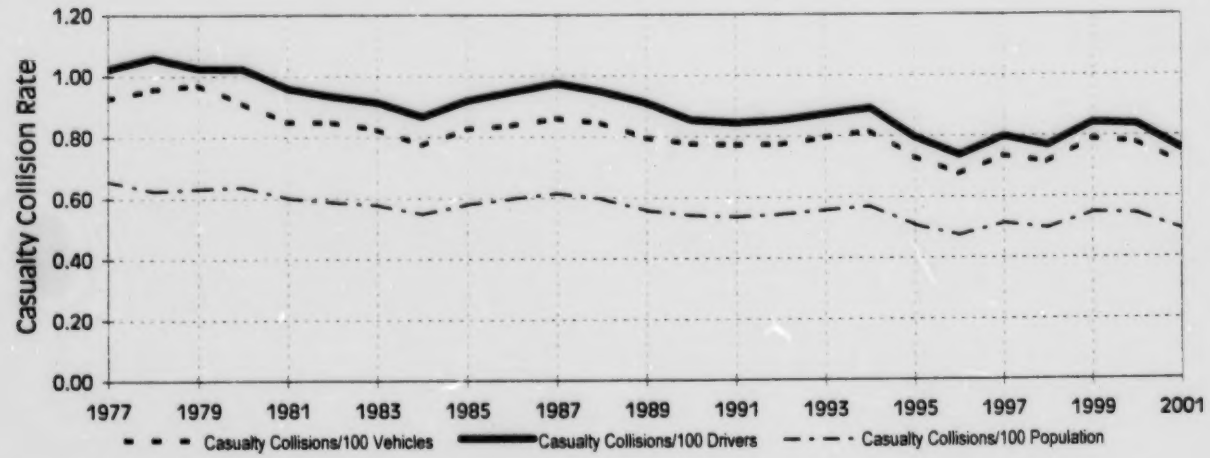
3 Year Summary

	1999	2000	2001	% Change
Registered Vehicles	712,541	716,723	713,000	-0.52
Licensed Drivers	667,378	666,266	665,760	-0.08
Total Collisions	26,555	27,921	27,556	-1.31

See Appendix sections A1.1 to A1.7 for additional details

Trends in Casualty Collision Rates by Vehicles, Drivers and Population

Figure 1.2



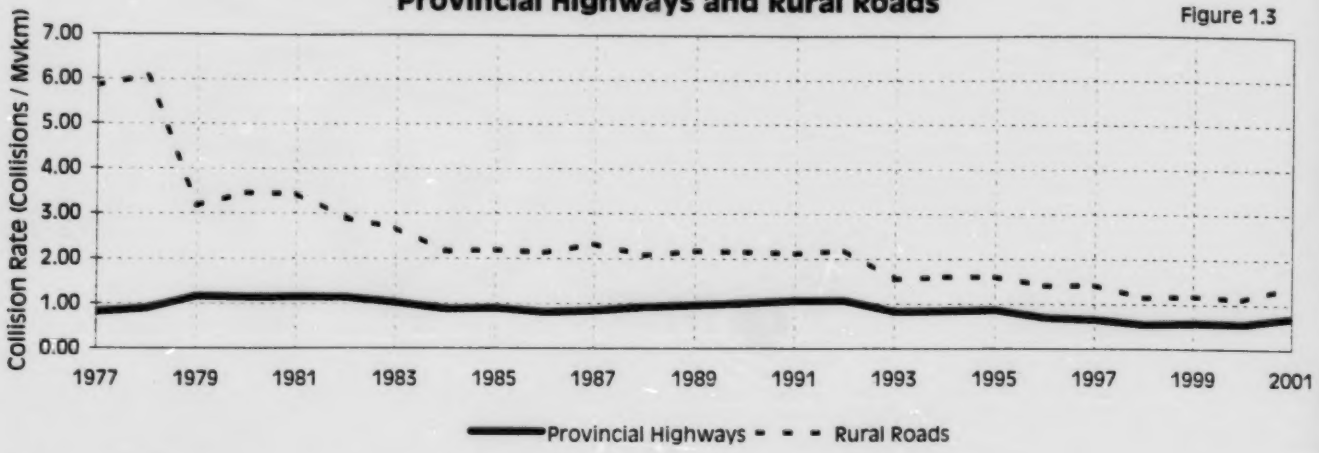
3 Year Summary

	1999	2000	2001	% Change
Casualty Collisions / 100 Registered Vehicles	0.79	0.78	0.70	-10.26
Casualty Collisions / 100 Licensed Drivers	0.84	0.84	0.75	-10.71
Casualty Collisions / 100 Population	0.55	0.54	0.49	-9.26

See Appendix sections A1.1 to A1.7 for additional details

Trends in Collision Rates (Collisions / MvKm) For Provincial Highways and Rural Roads

Figure 1.3



3 Year Summary By Road System

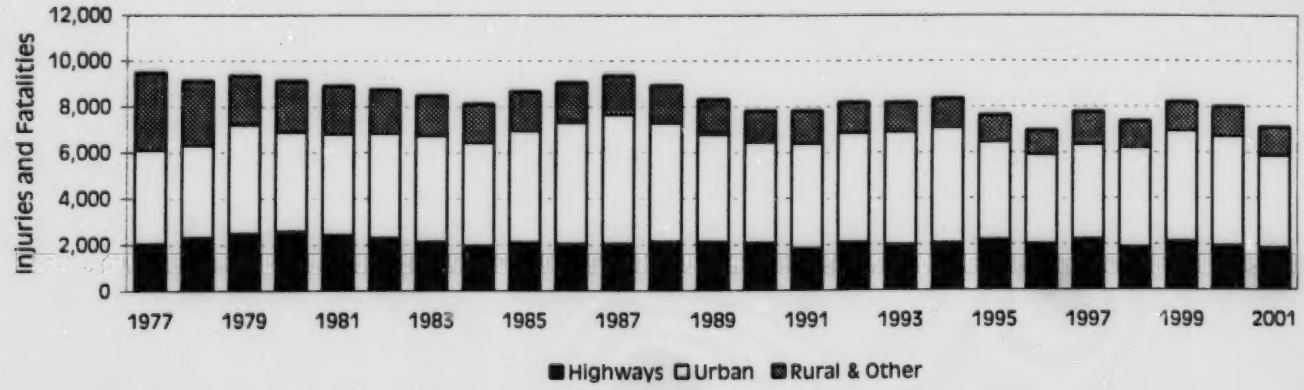
Collisions per Million Vehicle Kms

	1999	2000	2001	% Change
Provincial Highways	0.58	0.56	0.71	26.61
Rural Roads	1.18	1.11	1.40	26.13

See Appendix sections A1.1 to A1.7 for additional details

Trends in Total Victims by Road System

Figure 1.4



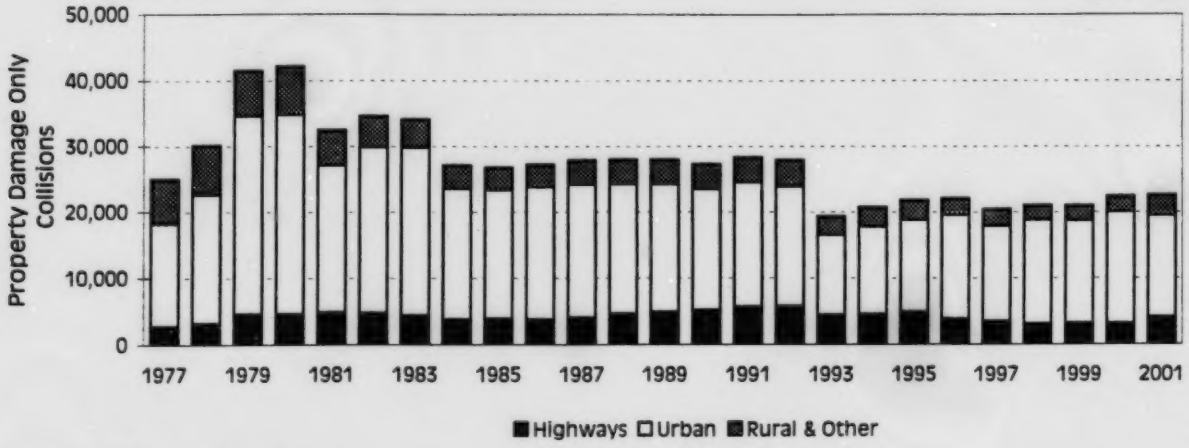
3 Year Summary by Road System

	Personal Injuries				Fatalities			
	1999	2000	2001	% Change	1999	2000	2001	% Change
Provincial Highways	1,978	1,817	1,710	-5.89	109	88	85	-3.41
Urban Streets	4,826	4,776	4,030	-15.62	26	21	17	-19.05
Rural Roads	922	933	945	1.29	40	32	45	40.63
Other Roads	294	325	248	-23.69	13	10	18	80.00
Total Roads	**8,020**	**7,851**	**6,933**	**-11.69**	**188**	**151**	**165**	**9.27**

See Appendix sections A1.1 to A1.7 for additional details

Trends in Property Damage Only Collisions

Figure 1.5



3 Year Summary by Road System

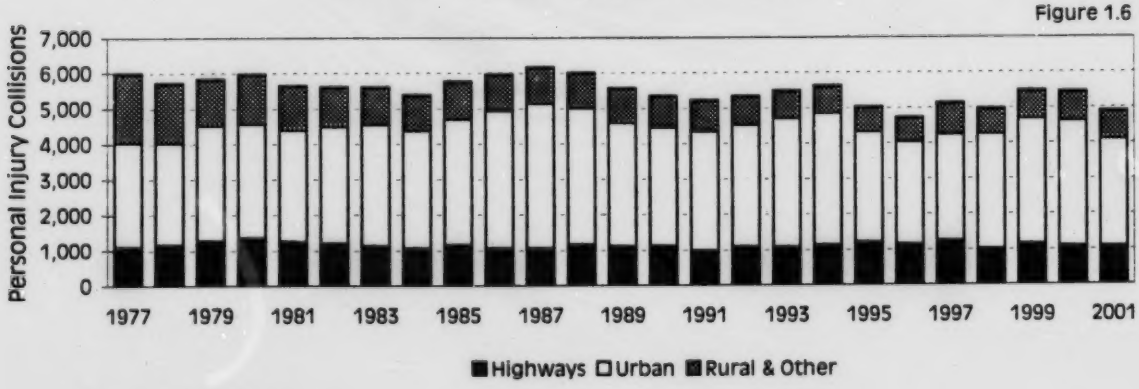
Property Damage Collisions

	1999	2000	2001	% Change
Provincial Highways	3,143	3,103	4,076	31.36
Urban Streets	15,603	16,965	15,431	-9.04
Rural Roads	1,777	1,784	2,396	34.30
Other Roads	416	498	629	26.31
Total Roads	**20,939**	**22,350**	**22,532**	**0.81**

See Appendix sections A1.1 to A1.7 for additional details

Trends in Personal Injury Collisions

Figure 1.6



3 Year Summary by Road System

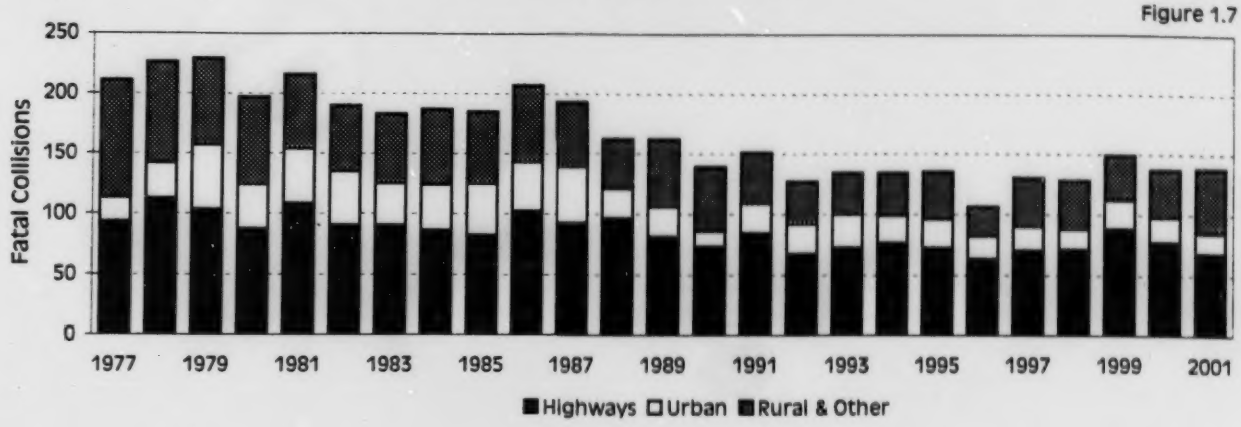
Personal Injury Collisions

	1999	2000	2001	% Change
Provincial Highways	1,140	1,068	1,061	-0.66
Urban Streets	3,545	3,556	3,047	-14.31
Rural Roads	604	610	617	1.15
Other Roads	178	200	161	-19.50
Total Roads	**5,467**	**5,434**	**4,886**	**-10.08**

See Appendix sections A1.1 to A1.7 for additional details

Trends in Fatal Collisions

Figure 1.7



3 Year Summary by Road System

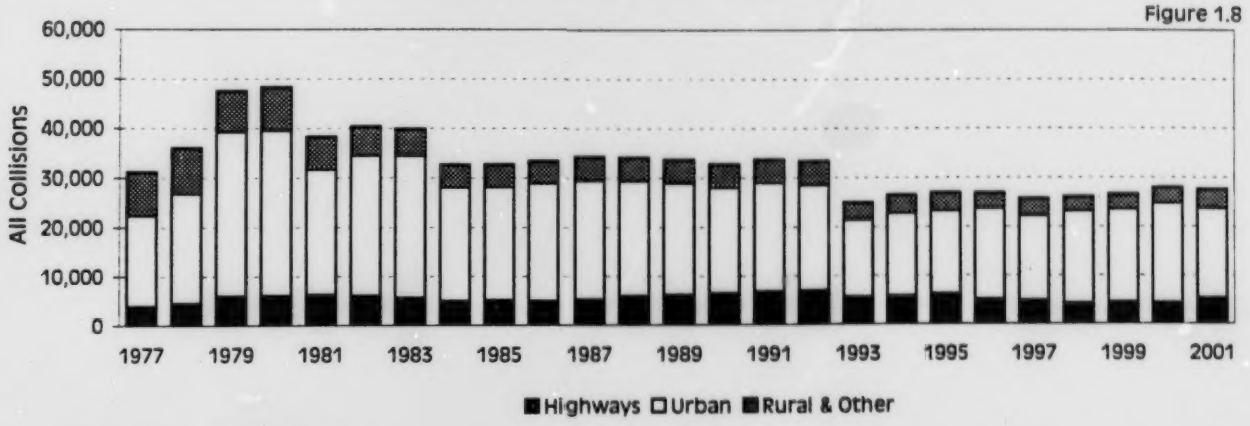
Fatal Collisions

	1999	2000	2001	% Change
Provincial Highways	88	77	68	-11.69
Urban Streets	24	21	17	-19.05
Rural Roads	28	29	42	44.83
Other Roads	9	10	11	10.00
Total Roads	**149**	**137**	**138**	**0.73**

See Appendix sections A1.1 to A1.7 for additional details

Trends in All Reported Collisions

Figure 1.8



3 Year Summary by Road System

All Collisions

	1998	1999	2001	% Change
Provincial Highways	4,371	4,248	5,205	22.53
Urban Streets	19,172	20,542	18,495	-9.96
Rural Roads	2,409	2,423	3,055	26.08
Other Roads	603	708	801	13.14
Total Roads	**26,555**	**27,921**	**27,556**	**-1.31**

See Appendix sections A1.1 to A1.7 for additional details

Property Damage Only Collisions by Month and Year

Figure 1.9

Month	1996	1997	1998	1999	2000	Average 1998 - 2000	2001	**% Change
January	2,590	2,756	2,756	2,736	2,552	2,681.3	2,101	-21.6
February	2,125	1,790	1,558	1,765	1,695	1,672.7	1,972	17.9
March	1,587	2,054	1,541	1,676	1,209	1,475.3	1,643	11.4
April	1,395	1,279	1,187	1,208	1,324	1,239.7	1,392	12.3
May	1,266	1,262	1,412	1,413	1,399	1,408.0	1,439	2.2
June	1,525	1,452	1,534	1,557	1,664	1,585.0	1,574	-0.7
July	1,489	1,415	1,498	1,551	1,653	1,567.3	1,603	2.3
August	1,393	1,512	1,488	1,444	1,441	1,457.7	1,638	12.4
September	1,511	1,446	1,538	1,571	1,591	1,566.7	1,660	6.0
October	1,705	1,665	1,890	1,714	1,633	1,745.7	2,289	31.1
November	2,729	1,859	2,287	1,942	2,602	2,277.0	2,228	-2.2
December	2,709	1,910	2,275	2,362	3,587	2,741.3	2,993	9.2
Totals	**22,024**	**20,400**	**20,964**	**20,939**	**22,350**	**21,417.7**	**22,532**	**5.2**

Total Injuries by Month and Year

Figure 1.10

Month	1996	1997	1998	1999	2000	Average 1998 - 2000	2001	**% Change
January	531	604	544	719	665	642.7	501	-22.0
February	553	564	464	548	513	508.3	537	5.6
March	458	580	453	592	498	514.3	498	-3.2
April	436	477	483	583	553	539.7	463	-14.2
May	478	598	594	646	607	615.7	528	-14.2
June	615	611	624	733	739	698.7	605	-13.4
July	643	721	679	669	714	687.3	640	-6.9
August	673	797	708	755	714	725.7	680	-6.3
September	564	669	704	664	721	696.3	604	-13.3
October	594	664	701	755	734	730.0	654	-10.4
November	664	648	648	713	634	665.0	609	-8.4
December	620	673	615	643	759	672.3	614	-8.7
Totals	**6,829**	**7,606**	**7,217**	**8,020**	**7,851**	**7,696.0**	**6,933**	**-9.9**

** % change is a comparison between 2001 and the 1998 - 2000 average.

Total Deaths by Month and Year

Figure 1.11

Month	1996	1997	1998	1999	2000	Average 1998 - 2000	2001	**% Change
January	10	5	6	8	9	7.7	6	-21.7
February	5	8	12	12	10	11.3	7	-38.2
March	7	13	5	16	10	10.3	8	-22.6
April	6	7	22	24	12	19.3	11	-43.1
May	7	21	26	25	14	21.7	12	-44.6
June	11	20	6	15	12	11.0	29	163.6
July	12	15	17	10	19	15.3	14	-8.7
August	23	13	13	12	13	12.7	21	65.8
September	22	12	8	17	17	14.0	17	21.4
October	9	14	16	23	18	19.0	12	-36.8
November	6	13	10	16	8	11.3	21	85.3
December	17	23	7	10	9	8.7	7	-19.2
Totals	**135**	**164**	**148**	**188**	**151**	**162.3**	**165**	**1.6**

Total Collisions by Month and Year

Figure 1.12

Month	1996	1997	1998	1999	2000	Average 1998 - 2000	2001	**% Change
January	2,979	3,205	3,162	3,269	3,053	3,161.3	2,470	-21.9
February	2,526	2,191	1,899	2,186	2,084	2,056.3	2,366	15.1
March	1,896	2,488	1,867	2,101	1,578	1,848.7	2,011	8.8
April	1,696	1,606	1,511	1,599	1,709	1,606.3	1,728	7.6
May	1,607	1,677	1,838	1,873	1,842	1,851.0	1,813	-2.1
June	1,953	1,883	1,963	2,028	2,167	2,052.7	2,013	-1.9
July	1,920	1,890	1,955	2,003	2,132	2,030.0	2,061	1.5
August	1,874	2,021	1,953	1,945	1,925	1,941.0	2,118	9.1
September	1,913	1,915	2,018	2,037	2,092	2,049.0	2,096	2.3
October	2,150	2,110	2,382	2,244	2,144	2,256.7	2,755	22.1
November	3,193	2,299	2,765	2,441	3,068	2,758.0	2,692	-2.4
December	3,140	2,370	2,735	2,829	4,127	3,230.3	3,433	6.3
Totals	**26,847**	**25,655**	**26,048**	**26,555**	**27,921**	**26,841.3**	**27,556**	**2.7**

** % change is a comparison between 2001 and the 1998 - 2000 average.

Time of Occurrence

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	2.2	Persons Killed by Month of Occurrence	11
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Time of Occurrence

Figures 2.1 to 2.3 show the frequency of 2001 traffic collisions, injuries and deaths as compared to a three-year average. The number of persons injured was lower than average in 11 of the 12 months resulting in a cumulative 9.9 per cent reduction. Traffic deaths had a significant deviation from the averages with seven months well below the average and four above. It is not unusual to see more fluctuations in the monthly averages in the smaller numbers, such as deaths, than the larger numbers of total collisions.

Figure 2.5 shows the number of collisions on public holidays and long weekends throughout the year, as well as other specific periods of interest.

Figures 2.6 and 2.7 show the collision ratio of travel versus collisions on provincial highways. The risk of being involved in a rural collision is highest between the hours of 4 a.m. and 6 a.m. The overall risk of being involved in a traffic collision during 2001 was highest Friday afternoons between the hours of 3 p.m. and 5 p.m.

Figure 2.8 shows the number of collisions occurring by day of week and hour of occurrence on all road systems. A more detailed look at urban versus rural collisions shows a peak in urban collisions in mid-to-late afternoon between 3 p.m. and 5 p.m., while collisions in rural areas peak in the evening hours between 6 p.m. and 10 p.m.

Collisions & Victims by Month of Occurrence

Figure 2.1

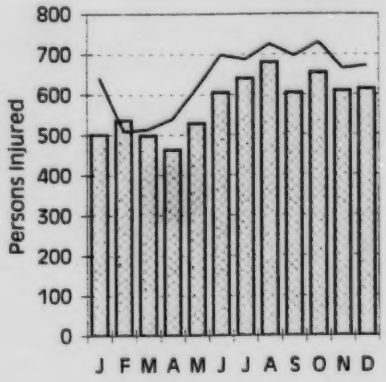


Figure 2.2

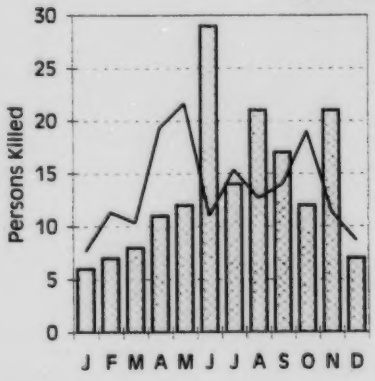
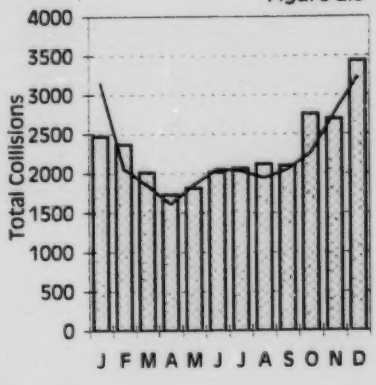


Figure 2.3



2001 Avg. (1998 - 2000)

Collisions & Victims by Month of Occurrence

Figure 2.4

Month	Number of Collisions				Number of Victims	
	Property Damage	Personal Injury	Fatal	Total	Injured	Killed
January	2,101	364	5	2,470	501	6
February	1,972	389	5	2,366	537	7
March	1,643	360	8	2,011	498	8
April	1,392	326	10	1,728	463	11
May	1,439	363	11	1,813	528	12
June	1,574	419	20	2,013	605	29
July	1,603	444	14	2,061	640	14
August	1,638	465	15	2,118	680	21
September	1,660	420	16	2,096	604	17
October	2,289	454	12	2,755	654	12
November	2,228	448	16	2,692	609	21
December	2,993	434	6	3,433	614	7
Total	**22,532**	**4,886**	**138**	**27,556**	**6,933**	**165**

Collisions During 2001 Holiday Periods

Figure 2.5

Holiday Period		Number of Collisions				Number of Victims	
		Property Damage	Personal Injury	Fatal	Total	Injured	Killed
Imp Driving Awareness,Mar 19-25	(Mon - Sun)	350	77	3	430	107	3
Easter, Apr 13 - 16	(Fri - Mon)	163	37	2	202	53	2
Victoria Day, May 18 - 21	(Fri - Mon)	158	51	4	213	80	5
Canada Day, Jun 29 - Jul 2	(Fri - Mon)	235	51	6	292	82	9
Heritage Day, Aug 3 - 6	(Fri - Mon)	210	64	4	278	97	8
Labour Day, Aug 31 - Sept 3	(Fri - Mon)	220	53	3	276	77	3
Thanksgiving Day, Oct 5 - 8	(Fri - Mon)	260	56	1	317	84	1
Remembrance Day, Nov 9 - 12	(Fri - Mon)	233	58	1	292	75	1
Safe Driving Week, Dec 1 - 7	(Sat - Fri)	751	122	0	873	154	0
Christmas Holidays, Dec 21-31	(Fri - Mon)	1,185	143	4	1,332	218	5
Total		**3,765**	**712**	**28**	**4,505**	**1,027**	**37**

Figure 2.6

Provincial Highway Collisions and Travel by Time of Day

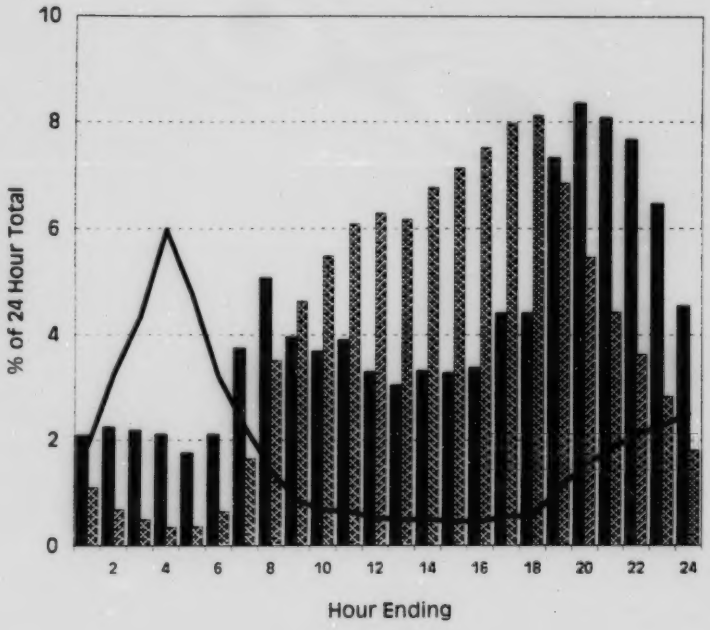
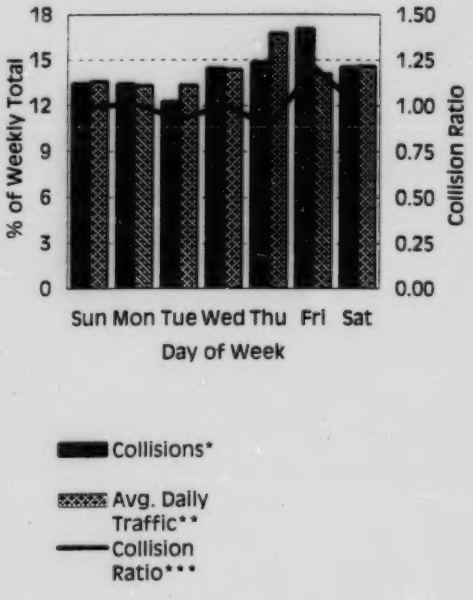


Figure 2.7

Provincial Highway Collisions and Travel by Week Day



* Collisions on Provincial Highways, ** Traffic On Provincial Highways, *** Per cent Collisions/Per cent Traffic

Collisions on All Roads by Time of Day & Day of Week

Figure 2.8

Collision Hour	Sun	Mon	Tues	Wed	Thurs	Fri	Sat	Total	%
12 to 1a.m.	103	38	38	40	58	78	111	466	1.7
1 to 2 a.m.	127	47	36	56	56	74	155	551	2.0
2 to 3 a.m.	137	48	28	40	54	72	159	538	2.0
3 to 4 a.m.	119	29	35	27	30	46	155	441	1.6
4 to 5 a.m.	63	32	20	22	27	24	85	273	1.0
5 to 6 a.m.	52	39	23	34	37	44	71	300	1.1
6 to 7 a.m.	47	86	53	84	62	65	81	478	1.7
7 to 8 a.m.	64	163	163	173	135	149	82	929	3.4
8 to 9 a.m.	64	212	225	251	208	232	93	1,285	4.7
9 to 10 a.m.	77	193	159	167	144	148	121	1,009	3.7
10 to 11a.m.	94	160	139	183	163	186	173	1,098	4.0
11 to 12 p.m.	121	181	213	169	200	231	205	1,320	4.8
12 to 1p.m.	141	252	214	253	239	326	175	1,600	5.8
1 to 2 p.m.	137	232	215	196	233	288	205	1,506	5.5
2 to 3 p.m.	148	217	215	195	235	310	226	1,546	5.6
3 to 4 p.m.	155	308	275	314	311	426	237	2,026	7.4
4 to 5 p.m.	176	270	289	307	372	424	235	2,073	7.5
5 to 6 p.m.	134	286	296	254	309	346	211	1,836	6.7
6 to 7 p.m.	160	210	234	223	216	303	200	1,546	5.6
7 to 8 p.m.	168	203	223	189	208	235	190	1,416	5.1
8 to 9 p.m.	171	175	153	176	184	269	181	1,309	4.8
9 to 10 p.m.	155	151	154	165	185	226	195	1,231	4.5
10 to 11p.m.	127	130	120	132	155	239	181	1,084	3.9
11 to 12 a.m.	100	92	96	103	112	191	187	881	3.2
Not Stated	120	100	112	95	100	111	176	814	3.0
Total	**2,960**	**3,854**	**3,728**	**3,848**	**4,033**	**5,043**	**4,090**	**27,556**	
Per cent	**10.7**	**14.0**	**13.5**	**14.0**	**14.6**	**18.3**	**14.8**		**100.0**

Major Contributing Factors

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Major Contributing Factors

Contributing factors are those circumstances or factors that the reporting police officer perceives to have directly contributed to the collision or its severity. Factors can be selected from four categories: human condition, human action, vehicle condition or driving environment.

Police officers are encouraged to use their skilled judgment in reporting the likely factors, even if the collision scene was not attended.

TAIS recognizes that a collision usually results from many causal factors. The collision data system accepts up to four contributing factors for each vehicle involved in a collision. Knowledge of the factors involved is important during the analysis of collisions because the removal of any one of these factors may have prevented the collision.

This section summarizes all contributing factors that were reported. In 2001, a total of 34,240 factors contributed to 27,556 collisions. The numbers in these figures represent the number of collisions in which a contributing factor was present and not the total number of occurrences of that factor. For example, driver inattention was recorded in 6,323 collisions (Fig 3.2), however, there were 6,625 occurrences of driver inattention (Fig 5.9).

Driver inattention and driver distraction account for 20.9 per cent of all factors reported. SGI is aware of this fact and is working with a number of organizations to develop education and awareness programs to address this problem.

Figure 3.1 shows that human condition is a more prevalent factor in fatal collisions (46.6%) than in all collisions (31.3%). Human condition and human action account for 61.8 per cent of all factors in collisions, as compared to vehicular (2.4%) and environmental (35.8%) factors.

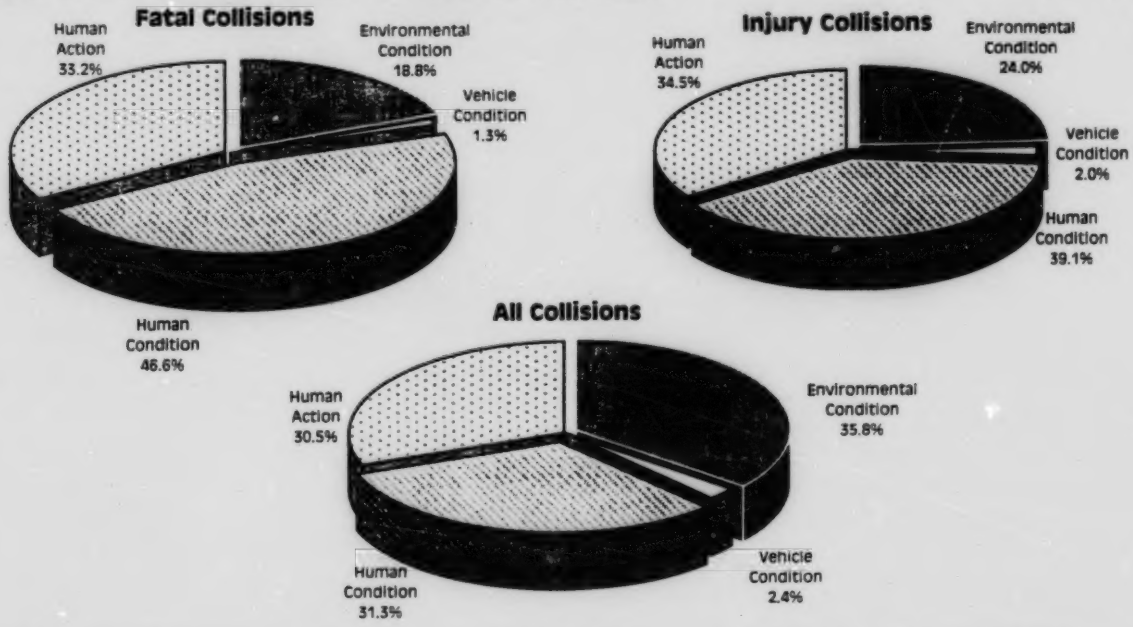
Figures 3.6 and 3.10 summarize the factors by road system. Seventy-seven per cent of urban collisions are attributed to human factors, while environmental conditions are more prevalent in rural collisions (58%).

Top 10 Contributory Factors in Fatal Collisions During 2001

	Urban Streets	Prov. Highways	Rural Roads	Other	Total	% of Total
Alcohol Involvement	8	32	25	7	72	20.6
Driver Inattention / Distraction	4	23	20	4	51	14.5
Fail To Yield / Traffic Control Disregarded	7	12	9	1	29	8.3
Driving Too Fast For Conditions	2	8	10	2	22	6.3
View Obstructed / Limited	0	13	3	0	16	4.6
Road Condition	1	9	3	1	14	4.0
Exceeding Speed Limit	6	3	3	0	12	3.4
Uninvolved Vehicle	2	6	2	2	12	3.4
Careless Driving / Stunting	2	2	4	3	11	3.2
Driver Inexperience / Confusion	0	3	5	2	10	2.8

Major Contributing Factors by Collision Severity

Figure 3.1



Collisions by Severity Where Human Condition Was a Major Contributing Factor

Figure 3.2

Human Condition	Property Damage	Personal Injury	Fatal	Total	% of Total Factors
Driver Inattention	4,552	1,728	43	6,323	18.5
Driver Distraction	548	255	3	806	2.4
Had Been Drinking	357	193	16	566	1.7
Driving While Impaired	439	251	47	737	2.2
Extreme Fatigue	50	43	2	95	0.3
Fell Asleep	117	97	7	221	0.6
Driver Inexperience / Confusion	925	489	10	1,424	4.2
Lost Consciousness / Sudden Illness	31	30	1	62	0.2
Physical / Medical Disability	39	23	1	63	0.2
Drugs (Prescription or Illegal)	28	8	2	38	0.1
Defective Eyesight / Hearing	31	10	0	41	0.1
Other Human Conditions	240	111	7	358	1.0
Total	**7,357**	**3,238**	**139**	**10,734**	**31.3**

Collisions by Severity Where Human Action Was a Major Contributing Factor

Figure 3.3

Human Action	Property Damage	Personal Injury	Fatal	Total	% of Total Factors
Fail to Yield	1,674	712	14	2,400	7.0
Traffic Control Device Disregarded	807	332	14	1,153	3.4
Following too Closely	571	300	1	872	2.5
Driving too Fast for Conditions	970	470	21	1,461	4.3
Exceeding Speed Limit	199	128	12	339	1.0
Turning Improperly	471	97	0	568	1.7
Passing or Improper Lane Usage	382	104	7	493	1.4
Backing Unsafely	635	34	1	670	2.0
Fail to Signal	29	11	0	40	0.1
Driving Wrong Way in One Way Traffic	16	11	1	28	0.1
Taking Evasive Action	913	285	9	1,207	3.5
Careless Driving / Stunting	393	198	10	601	1.8
Pedestrian Action Contributed	0	3	0	3	0.0
Other Human Action	431	171	9	611	1.8
Total	**7,491**	**2,856**	**99**	**10,446**	**30.5**

Collisions by Severity Where Vehicle Condition Was a Major Contributing Factor

Figure 3.4

Vehicle Condition	Property Damage	Personal Injury	Fatal	Total	% of Total Factors
Defective Brakes	79	30	0	109	0.3
Defective Lights	16	5	0	21	0.1
Defective Exhaust System	2	1	0	3	0.0
Load Shifted / Spilled	31	14	0	45	0.1
Vehicle Overloaded / Improperly Loaded	15	2	0	17	0.0
Defective Steering	18	5	0	23	0.1
Defective Suspension / Wheel Failure	30	10	0	40	0.1
Defective Tires / Tire Blowout	116	26	0	142	0.4
Defective Engine / Power Train / Wiring	30	5	1	36	0.1
Jackknife / Trailer Swing	58	19	0	77	0.2
View from Vehicle Obstructed	50	14	0	64	0.2
Other Vehicle Condition / Defective	181	27	1	209	0.6
Lights Not On	13	10	2	25	0.1
Total	**639**	**168**	**4**	**811**	**2.4**

Collisions by Severity Where Environmental Condition Was a Major Contributing Factor

Figure 3.5

Environmental Condition	Property Damage	Personal Injury	Fatal	Total	% of Total Factors
Animal Action (Wild)	3,662	187	0	3,849	11.2
Animal Action (Domestic)	222	37	0	259	0.8
Road Condition (Surface or Structure)	3,418	713	12	4,143	12.1
Loose Gravel	316	207	8	531	1.6
Snow Drift	214	64	1	279	0.8
Obstruction / Debris on Road	160	33	1	194	0.6
View Obstructed / Limited	335	108	10	453	1.3
Sun Glare	128	84	1	213	0.6
Construction Zone	85	30	3	118	0.3
Soft or Defective Shoulders	57	45	1	103	0.3
Lane Marking Inadequate	8	2	0	10	0.0
Traffic Control Device Not Working	15	8	2	25	0.1
Weather Conditions	647	259	8	914	2.7
Uninvolved Vehicle	646	144	7	797	2.3
Uninvolved Pedestrian	118	33	0	151	0.4
Other Environmental Condition	145	63	2	210	0.6
Total	**10,176**	**2,017**	**56**	**12,249**	**35.8**

Collisions by Road System Where Human Condition Was a Major Contributing Factor

Figure 3.6

Human Condition	Urban Streets	Provincial Highways	Rural Roads	Other	Total	% of Total Factors
Driver Inattention	5,286	618	317	102	6,323	18.5
Driver Distraction	599	127	66	14	806	2.4
Had Been Drinking	326	99	90	52	567	1.7
Driving While Impaired	498	129	61	48	736	2.1
Extreme Fatigue	28	49	15	3	95	0.3
Fell Asleep	28	156	32	5	221	0.6
Driver Inexperience / Confusion	758	241	354	71	1,424	4.2
Lost Consciousness / Sudden Illness	46	9	5	2	62	0.2
Physical / Medical Disability	44	13	4	2	63	0.2
Drugs (Prescription or Illegal)	26	8	3	1	38	0.1
Defective Eyesight / Hearing	29	9	3	0	41	0.1
Other Human Conditions	246	53	41	18	358	1.0
Total	**7,914**	**1,511**	**991**	**318**	**10,734**	**31.3**

Collisions by Road System Where Human Action Was a Major Contributing Factor

Figure 3.7

Human Action	Urban Streets	Provincial Highways	Rural Roads	Other	Total	% of Total Factors
Fail to Yield	2,165	152	65	18	2,400	7.0
Traffic Control Device Disregarded	1,042	84	23	4	1,153	3.4
Following too Closely	766	75	21	10	872	2.5
Driving too Fast for Conditions	810	284	284	83	1,461	4.3
Exceeding Speed Limit	240	52	36	11	339	1.0
Turning Improperly	504	45	11	8	568	1.7
Passing or Improper Lane Usage	360	105	18	10	493	1.4
Backing Unsafely	616	13	17	24	670	2.0
Fail to Signal	23	13	2	2	40	0.1
Driving Wrong Way in One Way Traffic	25	2	0	1	28	0.1
Taking Evasive Action	571	309	273	54	1,207	3.5
Careless Driving / Stunting	438	87	47	29	601	1.8
Pedestrian Action Contributed	3	0	0	0	3	0.0
Other Human Action	438	98	50	25	611	1.8
Total	**8,001**	**1,319**	**847**	**279**	**10,446**	**30.5**

Collisions by Road System Where Vehicle Condition Was a Major Contributing Factor

Figure 3.8

Vehicle Condition	Urban Streets	Provincial Highways	Rural Roads	Other	Total	% of Total Factors
Defective Brakes	83	9	13	4	109	0.3
Defective Lights	7	11	2	1	21	0.1
Defective Exhaust System	2	1	0	0	3	0.0
Load Shifted / Spilled	10	14	18	3	45	0.1
Vehicle Overloaded / Improperly Loaded	7	9	1	0	17	0.0
Defective Steering	12	7	3	1	23	0.1
Defective Suspension / Wheel Failure	9	21	8	2	40	0.1
Defective Tires / Tire Blowout	24	72	38	8	142	0.4
Defective Engine / Power Train / Wiring	28	2	4	2	36	0.1
Jackknife / Trailer Swing	14	36	23	4	77	0.2
View from Vehicle Obstructed	47	9	7	1	64	0.2
Other Vehicle Condition / Defective Lights Not On	123	53	24	9	209	0.6
	11	8	2	4	25	0.1
Total	**377**	**252**	**143**	**39**	**811**	**2.4**

Collisions by Road System Where Environmental Condition Was a Major Contributing Factor

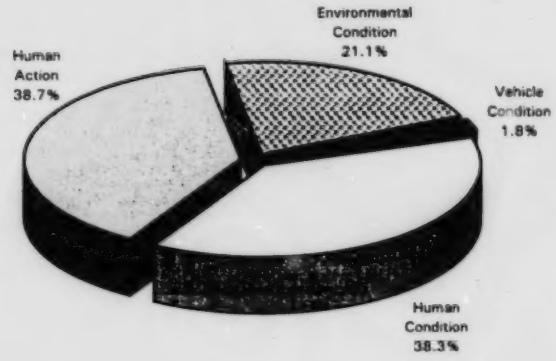
Figure 3.9

Environmental Condition	Urban Streets	Provincial Highways	Rural Roads	Other	Total	% of Total Factors
Animal Action (Wild)	86	2,456	1,145	162	3,849	11.2
Animal Action (Domestic)	64	81	87	27	259	0.8
Road Condition (Surface or Structure)	2,452	902	613	176	4,143	12.1
Loose Gravel	55	66	367	43	531	1.6
Snow Drift	70	94	102	13	279	0.8
Obstruction / Debris on Road	69	82	29	14	194	0.6
View Obstructed / Limited	292	82	60	19	453	1.3
Sun Glare	154	38	15	6	213	0.6
Construction Zone	54	39	20	5	118	0.3
Soft or Defective Shoulders	4	39	51	9	103	0.3
Lane Marking Inadequate	5	3	1	1	10	0.0
Traffic Control Device Not Working	9	1	13	2	25	0.1
Weather Conditions	306	456	128	24	914	2.7
Uninvolved Vehicle	527	190	57	23	797	2.3
Uninvolved Pedestrian	145	4	1	1	151	0.4
Other Environmental Condition	74	73	45	18	210	0.6
Total	**4,366**	**4,606**	**2,734**	**543**	**12,249**	**35.8**

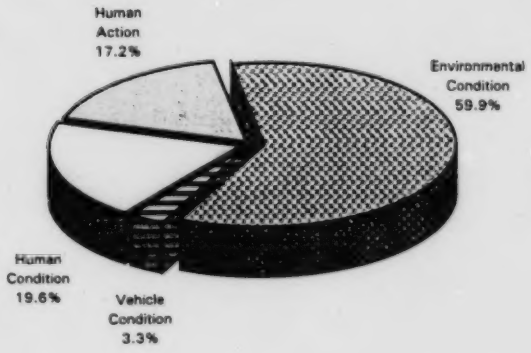
Major Contributing Factors in Collisions by Road System

Figure 3.10

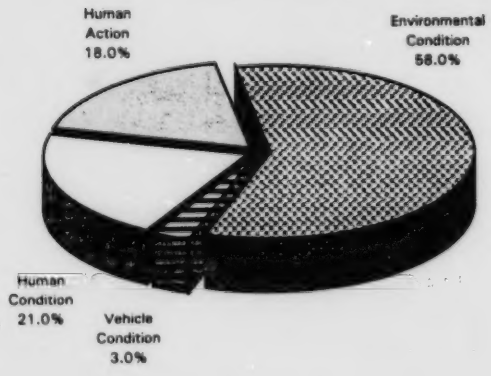
Urban Streets



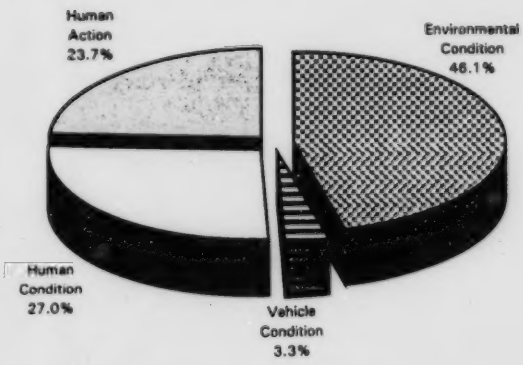
Provincial Highways



Rural Roads



Other Roads



Environmental Factors

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Environmental Factors

The driving environment consists of road, light and weather conditions, as well as events leading up to and during a collision. It is important to understand all of these factors to properly design effective countermeasures for reducing collisions.

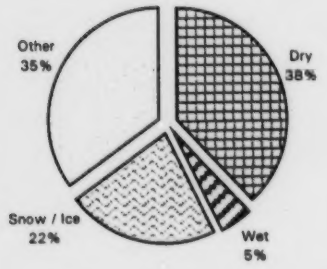
This section provides a breakdown of collisions for each of the different driving environments by severity and road system.

Figures 4.1 to 4.3 and Figure 4.8 show that most collisions occur under near ideal conditions, such as a dry surface (38.1%), clear weather (41.6%), daylight (42.1%) and on a straight stretch of road (51.5%). These numbers are higher than actually reported due to the fact that in many cases a condition is reported only if it was a factor in the collision. This is evident by the 42 per cent of collisions where a weather condition is "not stated."

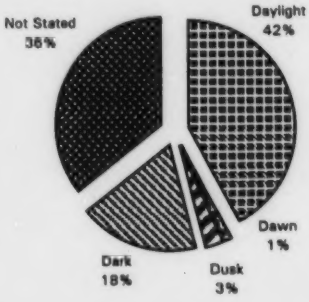
Figures 4.6 and 4.7 provide a breakdown of collisions that involve single and multiple vehicles. Single vehicle collisions account for 85 per cent of the collisions on rural roads, 78.7 per cent on provincial highways and 14.8 per cent on urban streets.

Figures 4.9 and 4.10 describe some of the events that occur in collisions, such as hitting a fixed or moveable object, overturning and jackknifing.

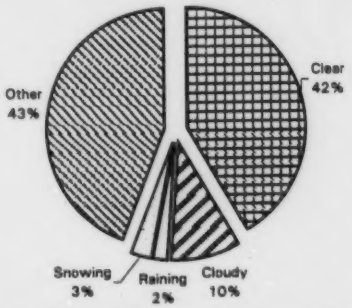
Collisions by Road Surface Condition



Collisions by Light Condition



Collisions by Weather Condition



Collisions by Road Surface Condition and Severity

Figure 4.1

Surface Condition	Property Damage	Personal Injury	Fatal	Total	%
Dry	7,510	2,903	91	10,504	38.1
Wet	919	376	5	1,300	4.7
Loose Snow	406	128	4	538	2.0
Packed Snow / Ice	4,630	901	9	5,540	20.1
Loose Gravel or Sand	764	396	26	1,186	4.3
Muddy	70	19	1	90	0.3
Slush	105	26	1	132	0.5
Fresh Oil	5	2	0	7	0.0
Not Stated	8,123	135	1	8,259	30.0
Total	**22,532**	**4,886**	**138**	**27,556**	**100.0**

Collisions by Light Condition and Severity

Figure 4.2

Natural/Artificial Light Condition	Property Damage	Personal Injury	Fatal	Total	%
Daylight	8,537	2,990	71	11,598	42.1
Dawn	274	78	10	362	1.3
Dusk	546	174	4	724	2.6
Dark / No Lighting*	2,062	530	31	2,623	9.5
Dark / Lighting On*	1,850	596	11	2,457	8.9
Not Stated	9,263	518	11	9,792	35.5
Total	**22,532**	**4,886**	**138**	**27,556**	**100.0**

* Artificial lighting refers to street lighting.

Collisions by Weather Condition and Severity

Figure 4.3

Weather Condition	Property Damage	Personal Injury	Fatal	Total	%
Clear	8,073	3,283	100	11,456	41.6
Cloudy	1,915	722	18	2,655	9.6
Raining	348	137	2	487	1.8
Snowing	601	186	3	790	2.9
Sleet / Hail / Freezing Rain	85	42	3	130	0.5
Fog / Smoke / Smog	158	70	4	232	0.8
Drifting Snow / Dust	155	68	3	226	0.8
Strong Winds	71	31	3	105	0.4
Not Stated	11,126	347	2	11,475	41.6
Total	**22,532**	**4,886**	**138**	**27,556**	**100.0**

Intersection Related Collisions by Severity

Figure 4.4

Type of Intersection	Property Damage Only	Personal Injury	Fatal	Total
Street/Street	7,508	2,004	8	9,520
Street/Highway	98	50	0	148
Street/Grid-Municipal Road	50	20	0	70
Street/Private Approach, Driveway	1,644	168	1	1,813
Street/Alley, Other Road	315	43	0	358
Lane Alley/Lane Alley	99	13	0	112
Lane Alley/Private Approach, Driveway	151	12	0	163
Highway/Highway	144	81	6	231
Highway/Grid-Municipal Road	178	119	10	307
Highway/Private Approach, Driveway	77	30	0	107
Highway/Other Road	3	2	0	5
Grid-Municipal Road/Grid-Municipal Road	198	92	8	298
Grid-Municipal Road/Private Approach, Driveway	54	17	3	74
Grid-Municipal Road/Other Road	32	14	2	48
Other Road/Private Approach, Driveway	57	12	1	70
Total Intersection Related	**10,608**	**2,677**	**39**	**13,324**

Non Intersection Related Collisions by Severity

Figure 4.5

Collision Site	Property Damage Only	Personal Injury	Fatal	Total
Non-intersection (Urban)	4,562	650	6	5,218
Non-intersection (Highway)	3,505	781	49	4,335
Non-intersection (Rural)	2,042	476	24	2,542
Non-intersection (Other Road)	419	119	7	545
Railroad level crossing (Urban)	27	10	1	38
Railroad level crossing (Highway)	24	0	2	26
Railroad level crossing (Rural)	10	12	4	26
Railroad level crossing (Other Road)	1	0	0	1
Bridge or Overpass (Urban)	159	29	1	189
Bridge or Overpass (Highway)	36	13	2	51
Bridge or Overpass (Rural)	8	2	0	10
Bridge or Overpass (Other Road)	5	0	0	5
Tunnel or Underpass (Urban)	32	5	0	37
Tunnel or Underpass (Highway)	7	2	0	9
Tunnel or Underpass (Rural)	0	0	0	0
Tunnel or Underpass (Other Road)	0	0	0	0
Passing Lane/Climbing Lane (Urban)	16	3	0	19
Passing Lane/Climbing Lane (Highway)	5	2	0	7
Passing Lane/Climbing Lane (Rural)	0	0	0	0
Passing Lane/Climbing Lane (Other Road)	0	0	0	0
Ramp (Urban)	163	28	0	191
Ramp (Highway)	10	3	0	13
Ramp (Rural Road)	0	0	0	0
Ramp (Other Road)	0	0	0	0
Off Roadway (Urban)	9	5	0	14
Off Roadway (Highway)	8	5	0	13
Off Roadway (Rural)	7	5	2	14
Off Roadway (Other Road)	5	4	0	9
Other/Not Stated (Urban)	646	30	0	676
Other/Not Stated (Highway)	54	6	0	60
Other/Not Stated (Rural)	66	9	0	75
Other/Not Stated (Other Road)	98	10	1	109
Total Non Intersection Related	**11,924**	**2,209**	**99**	**14,232**
Totals	**22,532**	**4,886**	**138**	**27,556**

Collisions by Configuration and Severity

Figure 4.6

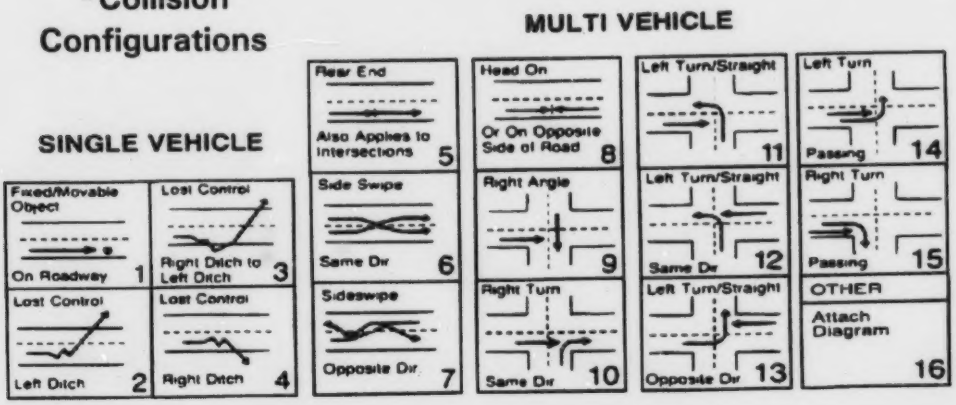
Collision Configuration *	Property Damage	Personal Injury	Fatal	Total	% of Total
1 Object on Roadway	5,479	648	23	6,150	22.3
2 Lost Control Left Ditch	730	388	15	1,133	4.1
3 Lost Control Right to Left	327	193	9	529	1.9
4 Lost Control Right Ditch	1,449	647	27	2,123	7.7
Single Vehicle Total	**7,985**	**1,876**	**74**	**9,935**	**36.1**
5 Rear End	4,341	1,174	6	5,521	20.0
6 Side Swipe Same Direction	1,751	96	1	1,848	6.7
7 Side Swipe Opposite Direction	379	56	2	437	1.6
8 Head On	180	69	22	271	1.0
9 Right Angle	2,999	788	18	3,805	13.8
10 Right Turn Same Direction	219	30	0	249	0.9
11 Left Turn / Straight	558	114	1	673	2.4
12 Left Turn / Straight - Same Direction	251	35	1	287	1.0
13 Left Turn / Straight - Opposite Direction	1,214	363	3	1,580	5.7
14 Left Turn Passing	297	50	1	348	1.3
15 Right Turn Passing	269	21	0	290	1.1
16 Other	2,089	214	9	2,312	8.4
Multiple Vehicle Total	**14,547**	**3,010**	**64**	**17,621**	**63.9**
Total	**22,532**	**4,886**	**138**	**27,556**	**100.0**

Collisions by Configuration and Road System

Figure 4.7

Collision Configuration *	Urban Streets	Provincial Highways	Rural Roads	Other	Total	% of Total
1 Object on Roadway	1,965	2,685	1,230	268	6,148	22.3
2 Lost Control Left Ditch	200	443	415	75	1,133	4.1
3 Lost Control Right to Left	96	215	189	29	529	1.9
4 Lost Control Right Ditch	475	752	764	132	2,123	7.7
Single Vehicle Total	**2,736**	**4,095**	**2,598**	**504**	**9,933**	**36.0**
5 Rear End	5,111	280	81	49	5,521	20.0
6 Side Swipe Same Direction	1,700	126	9	13	1,848	6.7
7 Side Swipe Opposite Direction	296	92	24	25	437	1.6
8 Head On	180	48	21	22	271	1.0
9 Right Angle	3,514	188	80	23	3,805	13.8
10 Right Turn Same Direction	232	10	4	3	249	0.9
11 Left Turn / Straight	616	36	13	8	673	2.4
12 Left Turn / Straight - Same Direction	263	16	6	2	287	1.0
13 Left Turn / Straight - Opposite Direction	1,525	47	2	6	1,580	5.7
14 Left Turn Passing	261	72	8	7	348	1.3
15 Right Turn Passing	284	3	2	1	290	1.1
16 Other	1,777	192	207	138	2,314	8.4
Multiple Vehicle Total	**15,759**	**1,110**	**457**	**297**	**17,623**	**64.0**
Total	**18,495**	**5,205**	**3,055**	**801**	**27,556**	**100.0**

*Collision Configurations



Vehicles in Collisions by Roadway Alignment and Severity

Figure 4.8

Road Alignment	Property Damage	Personal Injury	Fatal	Total	%
Straight / Level or Near Level	16,343	6,373	151	22,867	49.9
Straight / Steep Incline or Decline	303	104	8	415	0.9
Straight / Top of Hill (Crest)	199	94	6	299	0.7
Straight / Bottom of Hill (Sag)	172	81	8	261	0.6
Curved / Level or Near Level	983	421	15	1,419	3.1
Curved / Steep Incline or Decline	124	37	6	167	0.4
Curved / Top of Hill (Crest)	52	19	2	73	0.2
Curved / Bottom of Hill (Sag)	52	21	4	77	0.2
Dead End / Level or Near Level	92	19	1	112	0.2
Dead End / Steep Incline or Decline	1	2	0	3	0.0
Dead End / Top of Hill (Crest)	3	0	0	3	0.0
Dead End / Bottom of Hill (Sag)	5	1	0	6	0.0
Not Stated	19,088	996	4	20,088	19.5
Total	**37,417**	**8,168**	**205**	**45,790**	**100.0**

Sequence of Events by Severity

Figure 4.9

Fixed Objects	Property Damage	Personal Injury	Fatal	Total	%
Approach	93	90	3	186	0.5
Traffic Barricade	24	7	0	31	0.1
Building / Wall	150	19	0	169	0.4
Bridge Structure	90	17	1	108	0.3
Crash Cushions / Impact Attenuator	10	4	1	15	0.0
Culvert	26	19	1	46	0.1
Curbing	574	133	0	707	1.8
Delineator Post	11	1	0	12	0.0
Ditch Bottom / Back Slope	933	385	19	1,337	3.4
Debris on Road	85	9	0	94	0.2
Fence	381	59	0	440	1.1
Fire Hydrant, Parking Meter, Utility Box	79	5	1	85	0.2
Gravel Pile	10	5	1	16	0.0
Guard Rail	118	22	3	143	0.4
Lamp Support (Traffic Signal, Street Light)	389	88	3	480	1.2
Raised Median / Barrier	170	33	1	204	0.5
Power / Telephone Pole	231	48	1	280	0.7
Rock Face / Rocks on Road	70	17	0	87	0.2
Sign Post	288	44	1	333	0.9
Snow Bank / Drift	258	61	0	319	0.8
Tree / Bush	486	116	4	606	1.6
Other Fixed Object	267	31	1	299	0.8
Sub Total Fixed Objects	**4,743**	**1,213**	**41**	**5,997**	**15.4**
Movable Objects					
Another Road Vehicle	14,064	2,877	55	16,996	43.7
Animal	3,633	138	0	3,771	9.7
Pedestrian	5	334	14	353	0.9
Railroad Train	7	13	7	27	0.1
Other Movable Object	143	14	2	159	0.4
Sub Total Movable Objects	**17,852**	**3,376**	**78**	**21,306**	**54.8**
Non-Collision Events					
Ran Off Road	2,655	1,353	73	4,081	10.5
Overturned	1,213	1,073	62	2,348	6.0
Fire / Explosion	11	8	10	29	0.1
Submersion	31	10	3	44	0.1
Skidding / Sliding / Spinning	3,535	1,093	40	4,668	12.0
Load Spill	31	10	1	42	0.1
Jackknife / Trailer Swing	103	23	4	130	0.3
Other Non-Collision Events	181	44	0	225	0.6
Sub Total Non-Collision Events	**7,760**	**3,614**	**193**	**11,567**	**29.8**
Grand Total	**30,355**	**8,203**	**312**	**38,870**	**100.0**

Sequence of Events by Road System

Figure 4.10

Fixed Objects	Urban Streets	Provincial Highways	Rural Roads	Other	Total	% of Total Factors
Approach	31	88	52	15	186	0.5
Traffic Barricade	27	3	0	1	31	0.1
Building / Wall	160	2	0	7	169	0.4
Bridge Structure	57	38	9	4	108	0.3
Crash Cushions / Impact Attenuator	6	8	1	0	15	0.0
Culvert	11	18	13	4	46	0.1
Curbing	693	8	5	1	707	1.8
Delineator Post	10	2	0	0	12	0.0
Ditch Bottom / Back Slope	100	566	566	105	1,337	3.4
Debris on Road	26	49	12	7	94	0.2
Fence	244	61	114	21	440	1.1
Fire Hydrant, Parking Meter, Utility Box	83	0	0	2	85	0.2
Gravel Pile	0	4	10	2	16	0.0
Guard Rail	105	32	4	2	143	0.4
Lamp Support (Traffic Signal, Street Light)	441	33	3	3	480	1.2
Raised Median / Barrier	197	7	0	0	204	0.5
Power / Telephone Pole	211	28	28	13	280	0.7
Rock Face / Rocks on Road	13	23	33	18	87	0.2
Sign Post	230	75	22	6	333	0.9
Snow Bank / Drift	148	69	95	7	319	0.8
Tree / Bush	333	83	118	72	606	1.6
Other Fixed Objects	214	44	29	12	299	0.8
Sub Total - Fixed Objects	**3,340**	**1,241**	**1,114**	**302**	**5,997**	**15.4**
Movable Objects						
Another Road Vehicle	15,537	952	272	235	16,996	43.7
Animal	85	2,435	1,084	167	3,771	9.7
Pedestrian	317	22	1	13	353	0.9
Railroad Train	6	4	17	0	27	0.1
Other Movable Objects	72	66	10	11	159	0.4
Sub Total - Movable Objects	**16,017**	**3,479**	**1,384**	**426**	**21,306**	**54.8**
Non-Collision Events						
Ran Off Road	872	1,520	1,401	288	4,081	10.5
Overturned	216	981	1,004	147	2,348	6.0
Fire / Explosion	1	13	11	4	29	0.1
Submersion	1	13	25	5	44	0.1
Skidding / Sliding / Spinning	2,309	1,140	1,002	217	4,668	12.0
Load Spill	4	24	11	3	42	0.1
Jackknife / Trailer Swing	17	72	34	7	130	0.3
Other Non-Collision Events	64	109	36	16	225	0.6
Sub Total - Non-Collision Events	**3,484**	**3,872**	**3,524**	**687**	**11,567**	**29.8**
Grand Total	**22,841**	**8,592**	**6,022**	**1,415**	**38,870**	**100.0**

Vehicles in Collisions by Road Characteristics and Severity

Figure 4.11

Road Characteristics	Property Damage	Personal Injury	Fatal	Total	%
Undivided One Way	1,028	408	4	1,440	3.1
Undivided Two Way	11,796	4,121	156	16,073	35.1
Divided Raised Median	3,039	1,633	7	4,679	10.2
Divided Depressed / Painted Median	1,939	985	29	2,953	6.4
Other	663	153	3	819	1.8
Not Stated	18,952	868	6	19,826	43.3
Grand Total	**37,417**	**8,168**	**205**	**45,790**	**100.0**

TAIS records up to three events in order of sequence for each vehicle involved in a collision. Figures 4.9 and 4.10 summarize the 38,870 events that were recorded in the 27,556 collisions. It should also be noted that these figures represent the number of collisions in which an event occurred, not the total number of occurrences of that event.

Driver Factors

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Driver Factors

Safe Driver Recognition Program

Safe Driver Recognition rewards safe drivers with a discount on their vehicle insurance. The program applies to vehicle owners in the private and farm classes, and they receive a discount on each vehicle they own. On the other hand, the program ensures drivers who demonstrate risky behaviour pay their share in financial penalties — helping offset the costs of the discount for safe drivers.

Discount levels and financial penalties depend on a customer's placement on the Safety Rating Scale. For each incident-free year, a driver earns a safety point. For each safety point, a driver moves up the scale or higher into the Safety Zone. Conversely, if a driver is responsible for an accident or convicted of certain traffic violations, she/he will move down the scale. If the incident causes the driver to lose enough safety points, she/he will move into the Penalty Zone and will be assessed a one-time financial penalty for the incident.

Graduated Licensing Consultations

In Saskatchewan, new drivers as a group (under 21 years of age) are involved in approximately 24 at fault accidents per 100 drivers. Drivers aged 21 years and over have 14 at fault accidents per 100 drivers. Statistics show that for all drivers in Saskatchewan, regardless of age or experience, there are seven at fault accidents for every 100 drivers.

The best way for new drivers to gain experience is to practise driving in low risk situations. This is the essence of graduated licensing programs, which have been found to be effective in improving the safety of new drivers in a number of Canadian jurisdictions. Many jurisdictions in Canada and the United States have programs that restrict new drivers' exposure during high-risk situations such as nighttime driving, driving under the influence of alcohol or driving with passengers.

Last year an independent committee was appointed to consult with the public and provide recommendations for a graduated licensing program for Saskatchewan. The committee recently presented its final report to the Government of Saskatchewan for consideration. Until a final decision is reached, SGI will continue to license new drivers through the Probationary Driver's Program, which has been in place since 1996.

For more information on Saskatchewan's Driver's programs and initiatives call SGI's toll-free number 1-800-667-8015 ext. 6197.

Licensed Drivers and Drivers in Collisions by Driver Age

Figure 5.1

	Licensed Drivers			Drivers in 2001 Collisions								Rates	
Age	Male	Female	Total	Male	Female	Not Stated	Total	Property Damage	Personal Injury	Fatal	Total	Collision *Rates	Relative **Risk
<16	4,072	4,023	8,095	91	81	0	172	124	46	2	172	21.25	0.34
16	6,690	6,284	12,974	1,148	810	1	1,959	1,560	395	4	1,959	150.99	2.40
17	6,728	6,463	13,191	1,169	771	1	1,941	1,551	387	3	1,941	147.15	2.33
18	6,904	6,641	13,545	1,128	645	2	1,775	1,423	344	8	1,775	131.04	2.08
19	6,700	6,535	13,235	973	536	2	1,511	1,215	294	2	1,511	114.17	1.81
20	6,471	6,141	12,612	915	477	1	1,393	1,116	267	10	1,393	110.45	1.75
21	6,341	5,919	12,260	771	408	3	1,182	956	220	6	1,182	96.41	1.53
22	6,133	5,933	12,066	694	396	1	1,091	862	223	6	1,091	90.42	1.43
23	5,829	5,647	11,476	585	372	1	958	744	208	6	958	83.48	1.32
24	5,772	5,551	11,323	610	316	2	928	769	158	1	928	81.96	1.30
25	5,452	5,347	10,799	543	327	2	872	690	179	3	872	80.75	1.28
26	5,352	5,155	10,507	467	267	0	734	592	139	3	734	69.86	1.11
27	5,223	5,109	10,332	458	277	0	735	561	168	6	735	71.14	1.13
28	4,973	4,953	9,926	421	257	0	678	536	141	1	678	68.31	1.08
29	5,202	5,104	10,306	446	248	0	694	552	137	5	694	67.34	1.07
30	5,054	5,141	10,195	436	255	2	693	547	143	3	693	67.97	1.08
31	5,081	5,049	10,130	401	259	1	661	525	132	4	661	65.25	1.04
32	5,083	5,150	10,233	370	211	2	583	463	117	3	583	56.97	0.90
33	5,167	5,184	10,351	400	248	2	650	531	117	2	650	62.80	1.00
34	5,166	5,177	10,343	416	227	2	645	512	129	4	645	62.36	0.99
35	5,539	5,517	11,056	414	263	1	678	539	135	4	678	61.32	0.97
36	5,957	5,992	11,949	458	252	0	710	570	133	7	710	59.42	0.94
37	6,418	6,613	13,031	438	317	2	757	619	134	4	757	58.09	0.92
38	6,941	7,039	13,980	448	302	1	751	608	138	5	751	53.72	0.85
39	6,988	7,141	14,129	426	303	1	730	602	125	3	730	51.67	0.82
40	7,218	7,108	14,326	478	304	1	783	626	155	2	783	54.66	0.87
41	7,238	7,159	14,397	437	317	2	756	614	140	2	756	52.51	0.83
42	7,394	7,252	14,646	450	273	4	727	609	116	2	727	49.64	0.79
43	7,152	7,117	14,269	427	307	1	735	564	166	5	735	51.51	0.82
44	7,354	7,114	14,468	447	275	0	722	579	138	5	722	49.90	0.79
45	7,230	6,807	14,037	442	287	1	730	584	142	4	730	52.01	0.83
46	7,435	7,023	14,458	455	263	1	719	598	118	3	719	49.73	0.79
47	7,174	6,886	14,060	436	262	0	698	561	135	2	698	49.64	0.79
48	6,800	6,495	13,295	372	208	0	580	485	92	3	580	43.63	0.69
49	6,511	5,958	12,469	384	199	1	584	489	88	7	584	46.84	0.74
50	6,134	5,593	11,727	320	175	0	495	399	96	0	495	42.21	0.67
51	5,787	5,572	11,359	342	167	0	509	392	113	4	509	44.81	0.71
52	5,821	5,426	11,247	292	166	1	459	378	79	2	459	40.81	0.65
53	5,492	5,186	10,678	315	172	0	487	394	90	3	487	45.61	0.72
54	5,730	5,225	10,955	278	175	0	453	348	104	1	453	41.35	0.66
55	5,003	4,841	9,844	268	128	1	397	327	68	2	397	40.33	0.64
56	4,550	4,171	8,721	223	139	0	362	282	75	5	362	41.51	0.66
57	4,256	4,005	8,261	231	121	0	352	280	69	3	352	42.61	0.68
58	4,241	3,947	8,188	199	101	1	301	247	53	1	301	36.76	0.58
59	4,037	3,865	7,902	196	89	1	286	236	48	2	286	36.19	0.57
60	3,725	3,555	7,280	189	105	1	295	240	54	1	295	40.52	0.64
61	3,885	3,563	7,448	180	85	0	265	201	62	2	265	35.58	0.56
62	3,622	3,391	7,013	166	81	0	247	196	50	1	247	35.22	0.56

Driver Factors - Section 5

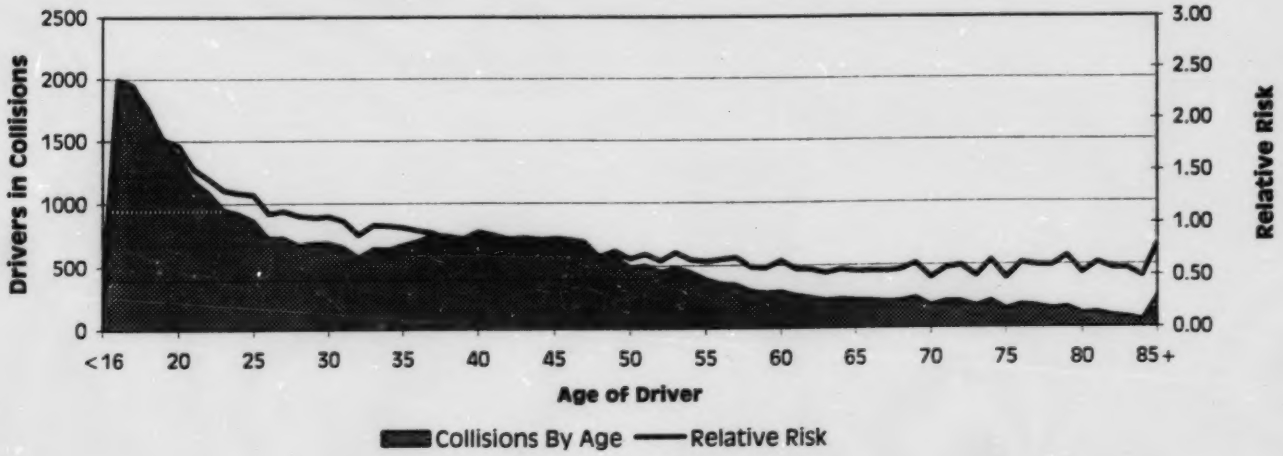
Age	Licensed Drivers			Drivers in 2001 Collisions								Rates	
	Male	Female	Total	Male	Female	Not Stated	Total	Property Damage	Personal Injury	Fatal	Total	Collision *Rates	Relative **Risk
63	3,547	3,243	6,790	155	71	0	226	187	39	0	226	33.28	0.53
64	3,405	3,283	6,688	154	82	0	236	195	38	3	236	35.29	0.56
65	3,474	3,147	6,621	151	75	0	226	176	48	2	226	34.13	0.54
66	3,431	3,038	6,469	148	75	0	223	187	36	0	223	34.47	0.55
67	3,290	2,976	6,266	126	87	1	214	171	40	3	214	34.15	0.54
68	3,279	2,956	6,235	145	74	0	219	171	43	5	219	35.12	0.56
69	3,353	2,947	6,300	158	86	0	244	196	47	1	244	38.73	0.61
70	3,241	2,790	6,031	120	62	0	182	136	45	1	182	30.18	0.48
71	3,135	2,851	5,986	156	59	0	215	172	41	2	215	35.92	0.57
72	3,019	2,645	5,664	144	68	0	212	181	28	3	212	37.43	0.59
73	2,993	2,663	5,656	117	59	0	176	142	34	0	176	31.12	0.49
74	2,806	2,550	5,356	132	84	0	216	178	38	0	216	40.33	0.64
75	2,656	2,418	5,074	113	38	0	151	128	23	0	151	29.76	0.47
76	2,533	2,214	4,747	128	56	0	184	158	26	0	184	38.76	0.61
77	2,484	2,176	4,660	121	52	1	174	141	33	0	174	37.34	0.59
78	2,188	1,908	4,096	98	54	0	152	121	31	0	152	37.11	0.59
79	2,047	1,775	3,822	108	56	0	164	130	34	0	164	42.91	0.68
80	1,864	1,644	3,508	80	35	0	115	88	27	0	115	32.78	0.52
81	1,662	1,471	3,133	79	43	0	122	98	24	0	122	38.94	0.62
82	1,421	1,219	2,640	57	37	0	94	72	20	2	94	35.61	0.56
83	1,279	1,074	2,353	52	31	0	83	63	19	1	83	35.27	0.56
84	1,144	843	1,987	45	16	0	61	46	14	1	61	30.70	0.49
85 +	4,098	2,488	5,043	195	57	0	252	206	43	3	252	49.97	0.79
NS	0	0	0	259	67	2,077	2,403	2,204	193	6	2,403		
Total	**341,374**	**324,386**	**665,760**	**25,194**	**14,648**	**2,125**	**41,967**	**33,943**	**7,824**	**200**	**41,967**	**63.04**	

*The collision rate is the number of drivers in collisions divided by the number of licensed drivers in that age group multiplied by 1,000. eg: for under 16 age group - (172 / 8,095) x 1,000 = 21.25

**The relative risk of being involved in a collision is calculated by dividing the total collision rate for each age group by the average rate for all drivers. eg: for under 16 age group - 21.25 / 63.04 = 0.34

Figure 5.2

Drivers in Collisions and Relative Risk by Driver Age



Licensed Drivers by Age, Gender and Year

Figure 5.3

	1999			2000			2001		
Age	**Male**	**Female**	**Total**	**Male**	**Female**	**Total**	**Male**	**Female**	**Total**
<16	4,080	4,054	8,134	4,118	3,974	8,092	4,072	4,023	8,095
16	6,666	6,424	13,090	6,483	6,259	12,742	6,690	6,284	12,974
17	6,830	6,642	13,472	6,820	6,546	13,366	6,728	6,463	13,191
18	6,890	6,407	13,297	6,844	6,608	13,452	6,904	6,641	13,545
19	6,833	6,227	13,060	6,671	6,331	13,002	6,700	6,535	13,235
20	6,569	6,226	12,795	6,519	6,030	12,549	6,471	6,141	12,612
21	6,327	6,043	12,370	6,349	6,112	12,461	6,341	5,919	12,260
22	6,239	5,973	12,212	6,094	5,840	11,934	6,133	5,933	12,066
23	5,982	5,796	11,778	6,028	5,763	11,791	5,829	5,647	11,476
24	5,824	5,480	11,304	5,704	5,554	11,258	5,772	5,551	11,323
25 - 34	54,616	53,746	108,362	52,999	52,358	105,357	51,753	51,369	103,122
35 - 44	72,946	71,592	144,538	70,649	69,888	140,537	68,199	68,052	136,251
45 - 54	60,240	56,228	116,468	62,557	58,746	121,303	64,114	60,171	124,285
55 - 64	38,880	35,944	74,824	39,331	36,608	75,939	40,271	37,864	78,135
65 - 74	32,494	28,375	60,869	32,229	28,489	60,718	32,021	28,563	60,584
75 >	22,793	18,013	40,806	23,099	18,666	41,765	23,376	19,230	42,606
Total	**344,209**	**323,170**	**667,379**	**342,494**	**323,772**	**666,266**	**341,374**	**324,386**	**665,760**

Drivers in Collisions by Age, Gender and Year

Figure 5.4

	1999				2000				2001			
Age	Male	Female	Null	Total	Male	Female	Null	Total	Male	Female	Null	Total
<16	125	77	2	204	98	86	1	185	91	81	0	172
16	1,186	740	2	1,928	1,259	768	1	2,028	1,148	810	1	1,959
17	1,112	744	4	1,860	1,245	744	4	1,993	1,169	771	1	1,941
18	1,179	629	5	1,813	1,180	694	3	1,877	1,128	645	2	1,775
19	1,109	561	9	1,679	1,168	602	6	1,776	973	536	2	1,511
20	936	490	7	1,433	991	520	2	1,513	915	477	1	1,393
21	825	441	8	1,274	808	493	3	1,304	771	408	3	1,182
22	717	425	2	1,144	783	425	3	1,211	694	396	1	1,091
23	649	357	4	1,010	735	409	1	1,145	585	372	1	958
24	574	338	2	914	598	316	5	919	610	316	2	928
25 - 34	4,547	2,539	34	7,120	4,558	2,758	17	7,333	4,358	2,576	11	6,945
35 - 44	4,854	2,799	33	7,686	4,897	3,080	18	7,995	4,423	2,913	13	7,349
45 - 54	3,332	1,767	17	5,116	3,770	1,954	11	5,735	3,636	2,074	4	5,714
55 - 64	1,913	926	10	2,849	2,051	940	6	2,997	1,961	1002	4	2,967
65 - 74	1,462	666	6	2,134	1,527	696	5	2,228	1,397	729	1	2,127
75 >	1,011	409	8	1,428	1,154	461	1	1,616	1,076	475	1	1,552
NS *	287	123	2,218	2,628	254	108	2,265	2,627	259	67	2,077	2,403
Total	**25,818**	**14,031**	**2,371**	**42,220**	**27,076**	**15,054**	**2,352**	**44,482**	**25,194**	**14,648**	**2,125**	**41,967**

Drivers in Collisions by Age, Collision Severity and Year

Figure 5.5

	1999				2000				2001			
Age	Property Damage	Personal Injury	Fatal	Total	Property Damage	Personal Injury	Fatal	Total	Property Damage	Personal Injury	Fatal	Total
<16	136	65	3	204	119	63	3	185	124	46	2	172
16	1,494	427	7	1,928	1,607	414	7	2,028	1,560	395	4	1,959
17	1,449	403	8	1,860	1,579	405	9	1,993	1,551	387	3	1,941
18	1,391	411	11	1,813	1,495	378	4	1,877	1,423	344	8	1,775
19	1,299	373	7	1,679	1,374	393	9	1,776	1,215	294	2	1,511
20	1,116	314	3	1,433	1,196	309	8	1,513	1,116	267	10	1,393
21	985	286	3	1,274	1028	273	3	1,304	956	220	6	1,182
22	888	252	4	1,144	954	255	2	1,211	862	223	6	1,091
23	779	227	4	1,010	876	266	3	1,145	744	208	6	958
24	697	215	2	914	719	192	8	919	769	158	1	928
25 - 34	5,448	1631	41	7,120	5,740	1567	26	7,333	5,509	1402	34	6,945
35 - 44	5,909	1741	36	7,686	6,254	1700	41	7,995	5,930	1380	39	7,349
45 - 54	3,951	1126	39	5,116	4,532	1177	26	5,735	4,628	1057	29	5,714
55 - 64	2,230	597	22	2,849	2,378	602	17	2,997	2,391	556	20	2,967
65 - 74	1,692	422	20	2,134	1,787	437	4	2,228	1,710	400	17	2,127
75 >	1,127	290	11	1,428	1,278	314	24	1,616	1,251	294	7	1,552
NS *	2,366	261	1	2,628	2,383	238	6	2,627	2,204	193	6	2,403
Total	**32,957**	**9,041**	**222**	**42,220**	**35,299**	**8,983**	**200**	**44,482**	**33,943**	**7,824**	**200**	**41,967**

*** Driver age not stated.**

Number of Charges Resulting from Collisions by Severity of Collision

Figure 5.6

Charges Laid	Property Damage	Personal Injury	Fatal	Total	% of Total Factors
Unregistered Vehicle	92	54	1	147	2.2
Disobey Stop Sign	285	136	1	422	6.2
Fail to Signal	6	2	0	8	0.1
Speed too Fast for Condition	232	102	0	334	4.9
Driving Without Due Care	575	365	2	942	13.9
Following too Close	273	147	0	420	6.2
Passing on Right	9	1	0	10	0.1
Improper Lane Change	95	21	0	116	1.7
Improper Turn	147	58	0	205	3.0
Fail to Yield Right of Way	706	306	1	1,013	14.9
Passing When Unsafe	25	4	0	29	0.4
Driving Left of Centre	27	4	1	32	0.5
Driving Wrong Way on a One Way Street	5	0	0	5	0.1
Fail to Yield to Pedestrian	1	37	0	38	0.6
Fail to Report	269	42	0	311	4.6
Disobey Traffic Signal	185	116	0	301	4.4
Improper Parking on Highway or Street	3	0	0	3	0.0
Passing School Bus When Forbidden	0	0	0	0	0.0
Inadequate Brakes	3	1	0	4	0.1
Lights, Tires,Windshield or Bumper Height *	6	4	0	10	0.1
Dangerous Driving	35	39	3	77	1.1
Driving While Disqualified	79	57	1	137	2.0
Criminal Negligence	0	1	1	2	0.0
Fail to Remain at Scene	140	30	0	170	2.5
Impaired Driving/Refuse Testing	358	222	5	585	8.6
Unsafe Backing	215	11	0	226	3.3
No Driver's Licence	300	156	1	457	6.7
Operator or Passenger Not Using Seat Belt	5	23	1	29	0.4
Speeding Past Highway Worker	0	0	0	0	0.0
Stunting	11	4	0	15	0.2
24 Hour Suspension	69	39	0	108	1.6
Other Offence	461	164	3	628	9.3
Total	**4,617**	**2,146**	**21**	**6,784**	**100.0**

* Defective or Unauthorized

Number of Occurrences of Human Action by Age

Figure 5.7

Human Action	<16	16	17	18	19	20	21-24	25-34	35-44	45-54	55-64	65+	Not Stated	Total	%
Fail to Yield Right of Way	24	138	148	108	83	75	234	355	344	275	175	412	45	2,416	22.6
Control Device Disregarded	9	52	64	59	53	43	120	178	151	135	79	204	28	1,175	11.0
Following too Close	3	68	69	70	61	50	97	164	149	77	41	62	15	926	8.7
Too Fast for Road Conditions	21	162	149	115	90	62	191	259	176	108	43	46	66	1,488	13.9
Exceeding Speed Limit	5	38	38	32	43	17	57	44	18	9	3	4	34	342	3.2
Turning Improper	12	40	39	23	21	19	43	78	88	59	46	78	23	569	5.3
Passing or Improper Lane Use	3	28	31	22	21	19	46	60	100	54	36	62	24	506	4.7
Backing Unsafe	0	46	26	27	19	19	37	96	106	100	62	103	32	673	6.3
Fail to Signal	2	4	3	0	1	1	2	4	7	7	3	6	0	40	0.4
Driving Wrong Way on a One Way	4	2	0	3	0	0	2	5	6	2	1	2	1	28	0.3
Taking Evasive Action	10	103	93	84	57	64	164	207	193	140	79	57	15	1,266	11.8
Careless Driving / Stunting	31	58	60	50	44	21	81	82	42	19	13	25	85	611	5.7
Pedestrian Action Contributed	1	0	0	1	0	0	0	1	0	0	0	0	0	3	0.0
Other Human Action	19	38	29	37	25	21	57	92	79	57	32	55	108	649	6.1
Total	**144**	**777**	**749**	**631**	**518**	**411**	**1,131**	**1,625**	**1,459**	**1,042**	**613**	**1,116**	**476**	**10,692**	
Per cent	**1.3**	**7.3**	**7.0**	**5.9**	**4.8**	**3.8**	**10.6**	**15.2**	**13.6**	**9.7**	**5.7**	**10.4**	**4.5**		**100.0**

Number of Charges Resulting from Collisions by Age

Figure 5.8

Charges Laid	<16	16	17	18	19	20	21-24	25-34	35-44	45-54	55-64	65+	Not Stated	Total	%
Unregistered Vehicle	4	5	5	9	6	5	11	47	25	15	10	4	1	147	2.2
Disobey Stop Sign	1	22	30	22	20	16	40	57	54	46	32	82	0	422	6.2
Fail to Signal	0	3	1	0	0	0	1	1	1	0	0	1	0	8	0.1
Speed too Fast for Conditions	1	63	47	36	23	12	47	40	31	18	5	11	0	334	4.9
Driving Without Due Care	12	97	94	78	57	52	126	128	97	80	35	78	8	942	13.9
Following too Close	0	44	39	38	31	26	44	63	55	32	17	31	0	420	6.2
Passing on Right	0	5	0	1	0	0	2	0	2	0	0	0	0	10	0.1
Improper Lane Change	0	9	6	4	8	5	8	14	18	18	11	15	0	116	1.7
Improper Turn	2	16	17	10	6	8	16	22	33	23	14	37	1	205	3.0
Fail to Yield Right of Way	2	81	71	47	43	30	91	145	141	100	71	191	0	1,013	14.9
Passing When Unsafe	0	1	2	0	0	1	3	4	7	6	1	4	0	29	0.4
Driving Left of Centre	0	2	3	2	3	0	2	7	6	3	0	4	0	32	0.5
Wrong Way on a One Way	0	1	1	1	0	0	0	0	2	0	0	0	0	5	0.1
Fail to Yield to Pedestrian	0	2	1	2	1	0	5	5	4	3	5	10	0	38	0.6
Fail to Report	8	21	25	26	19	18	61	56	31	14	7	12	13	311	4.6
Disobey Traffic Signal	0	14	19	11	14	11	39	52	43	29	21	48	0	301	4.4
Improper Parking	0	0	0	0	0	0	0	0	0	0	1	0	2	3	0.0
Passing School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0
Inadequate Brakes	0	1	0	1	0	0	0	2	0	0	0	0	0	4	0.1
Lights,Tires,Windshield,Bumper*	0	0	1	1	0	0	0	1	0	5	0	2	0	10	0.1
Dangerous Driving	4	5	8	8	8	5	13	17	3	3	2	0	1	77	1.1
Driving While Disqualified	0	0	5	2	6	8	18	54	29	10	0	5	0	137	2.0
Criminal Negligence	0	0	0	0	0	0	0	1	1	0	0	0	0	2	0.0
Fail to Remain at Scene	4	7	8	11	13	9	22	43	27	8	6	4	8	170	2.5
Impaired Driving/Refuse Testing	3	12	17	19	39	32	115	142	117	47	28	13	1	585	8.6
Unsafe Backing	1	20	7	14	8	7	12	31	30	33	16	43	4	226	3.3
No Driver's Licence	54	32	35	24	26	24	49	101	57	22	10	17	6	457	6.7
Not Using Seat Belt	0	4	2	3	1	3	6	6	3	1	0	0	0	29	0.4
Speeding Past Highway Worker	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0
Stunting	0	2	2	1	2	3	3	2	0	0	0	0	0	15	0.2
24 Hour Suspension	1	5	7	8	6	7	17	24	11	11	9	2	0	108	1.6
Other Offence	20	54	46	43	32	31	64	77	76	51	34	83	17	628	9.3
Total	**117**	**528**	**499**	**422**	**372**	**313**	**815**	**1,142**	**904**	**578**	**335**	**697**	**62**	**6,784**	**100.0**

* Defective or Unauthorized

Number of Occurrences of Human Condition by Age

Figure 5.9

Human Condition	<16	16	17	18	19	20	21-24	25-34	35-44	45-54	55-64	65+	Not Stated	Total	%
Inattentive	63	428	406	350	294	249	622	975	930	738	421	855	294	6,625	59.6
Distracted	8	60	61	37	44	36	94	129	111	91	51	89	9	820	7.4
Had Been Drinking	7	16	36	41	48	40	104	114	74	30	18	9	37	574	5.2
Impaired	3	14	22	25	47	36	132	189	144	62	35	18	18	745	6.7
Extreme Fatigue	1	4	7	6	8	4	21	12	12	8	6	5	1	95	0.9
Fell Asleep	0	10	12	14	17	12	46	36	22	23	12	16	2	222	2.0
Driver Inexperience / Confusion	100	382	239	148	70	44	104	97	72	48	22	105	20	1,451	13.1
Lost Consciousness / Illness	0	0	1	2	2	1	5	8	7	11	6	18	1	62	0.6
Physical / Medical Disability	1	0	1	2	0	0	8	2	9	4	4	31	1	63	0.6
Drugs (Prescription or Illegal)	0	1	1	3	2	2	3	6	13	3	2	1	1	38	0.3
Defective Eyesight / Hearing	1	0	0	1	0	0	1	1	1	2	2	32	0	41	0.4
Other Human Conditions	9	10	19	16	12	8	33	57	44	33	18	79	42	380	3.4
Total	**193**	**925**	**805**	**645**	**544**	**432**	**1,173**	**1,626**	**1,439**	**1,053**	**597**	**1,258**	**426**	**11,116**	
Per cent	1.7	8.3	7.2	5.8	4.9	3.9	10.6	14.6	12.9	9.5	5.4	11.3	3.8		**100.0**

Figure 5.10

Number of Drivers Involved in Collisions by Licence Class and Age

Age Group	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Not Stated	Total
Under 16	0	0	0	0	3	0	54	115	172
16	0	0	0	0	1,254	0	74	631	1,959
17	1	0	0	0	1,219	1	49	671	1,941
18	10	0	0	0	1,086	1	33	645	1,775
19	16	0	1	2	901	0	24	567	1,511
20	40	1	2	5	762	2	18	563	1,393
21-24	152	4	14	43	2,161	2	52	1,731	4,159
25-34	467	21	24	178	3,326	1	53	2,875	6,945
35-44	534	42	61	158	3,346	4	25	3,179	7,349
45-54	506	78	65	172	2,468	1	8	2,416	5,714
55-64	194	38	38	60	1,360	0	2	1,275	2,967
65 and Over	91	24	29	55	2,085	0	4	1,391	3,679
Not Stated	1		1		5			2,396	2,403
Drivers In Collisions	**2,012**	**208**	**235**	**673**	**19,976**	**12**	**396**	**18,455**	**41,967**
Total Licensed Drivers	**45,505**	**5,911**	**7,349**	**14,684**	**564,790**	**13**	**27,508**	**0**	**665,760**
Relative Risk *	**0.70**	**0.56**	**0.51**	**0.73**	**0.56**	**14.64**	**0.23**	**N/A**	**1.00**

* Relative Risk = (% of Total Collisions in Class) / (% of Total Licence Holders in Class)

Licence Class

Class 1 - Operators of power units and truck tractors that have a trailer where the gross weight of the towed unit(s) exceeds 4,600 kg.

Class 2 - Operators of buses having a seating capacity in excess of 24 passengers.

Class 3 - Operators of trucks with more than two axles that have a trailer(s) in tow, where the gross weight of the towed unit does not exceed 4,600 kg.

Class 4 - Operators of taxis, ambulances, law enforcement vehicles and buses having a seating capacity of 24 or fewer passengers.

Class 5 - Operators of cars, vans, two axle trucks, two axle vehicles having a trailer(s) in tow where the gross weight of the the unit(s) does not exceed 4,600 kg, buses when not transporting passengers, three axle motorhomes, taxis and ambulances when not used for hire.

Class 6 - Operators of motorcycles.

Class 7 - Class 5 operators, operating as a learner.

Number of Drivers Involved in Collisions by Year and Age

Figure 5.11

Age Group	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001
Under 16	364	308	325	285	283	270	268	204	185	172
16	2,186	1,764	1,795	1,787	1,682	1,628	1,780	1,928	2,028	1,959
17	2,015	1,730	1,726	1,715	1,759	1,694	1,919	1,860	1,993	1,941
18	1,920	1,547	1,622	1,618	1,549	1,672	1,764	1,813	1,877	1,775
19	1,775	1,350	1,476	1,499	1,540	1,566	1,569	1,679	1,776	1,511
20	1,599	1,231	1,298	1,295	1,313	1,313	1,406	1,433	1,513	1,393
21-24	4,960	3,942	3,973	4,114	4,020	3,840	4,021	4,342	4,579	4,159
25-34	10,488	8,128	8,298	7,746	7,696	7,004	7,150	7,120	7,333	6,945
35-44	8,364	6,597	6,967	7,083	7,315	6,715	7,268	7,686	7,995	7,349
45-54	4,705	3,710	4,016	4,384	4,442	4,384	4,619	5,116	5,735	5,714
55-64	3,359	2,496	2,667	2,675	2,628	2,472	2,625	2,849	2,997	2,967
65 and Over	3,807	3,091	3,248	3,287	3,316	3,227	3,459	3,562	3,844	3,679
Not Stated	5,344	2,966	3,910	4,320	5,181	4,823	4,079	2,628	2,627	2,403
Drivers In Collisions	**50,886**	**38,860**	**41,321**	**41,808**	**42,724**	**40,608**	**41,927**	**42,220**	**44,482**	**41,967**

Convictions - 1996 to 2001

Figure 5.12

Conviction	1996	1997	1998	1999	2000	2001	Avg./yr
Exceed Speed Limit	64,057	65,532	67,907	61,850	65,138	64,027	64,752
Driver Fail to Wear Seat Belt	7,168	7,816	9,865	11,994	12,859	13,024	10,454
Stop Sign	5,024	5,077	4,985	5,565	5,492	5,376	5,253
No Licence/Inappropriate Licence	5,669	5,094	4,941	5,544	5,243	4,906	5,233
Operating Unregistered Vehicle	4,205	4,222	4,379	4,562	4,061	3,431	4,143
Red Light	2,451	2,431	2,369	2,541	2,279	2,239	2,385
Inadequate/Improper Equipment	2,291	2,949	2,913	2,274	1,694	1,063	2,197
Without Due Care/Reasonable Consideration	1,600	1,733	1,742	1,641	1,609	1,735	1,677
Fail to Display Plate/Stickers/Permit	774	935	1,224	1,792	1,684	1,851	1,377
Driving While Suspended or Refused Issue Etc.	1,749	1,533	1,405	1,160	1,130	1,057	1,339
Stunting	1,027	999	1,096	973	957	988	1,007
U-Turn at Traffic Lights	1,076	1,044	1,089	955	890	820	979
Speed Too Fast For Conditions	1,130	1,206	910	836	874	549	918
Fail To Report Accident	708	649	672	759	703	636	688
Improperly Equipped Vehicle	1,265	1,390	1,274	138	18	13	683
Drive Vehicle While Passenger Unrestrained	647	603	697	698	643	681	662
Left Turn Across Traffic	636	597	712	618	634	614	635
Amber Light	707	581	593	515	503	483	564
Following Too Close	520	561	561	578	606	528	559
Yield Sign	482	487	412	426	435	423	444
Backing Up When Unsafe	487	423	390	429	406	474	435
Driving Contrary to Sign Direction	291	309	392	435	518	480	404
Excessive Noise	360	358	402	360	313	320	352
Disobey Traffic Control Device	380	474	421	292	343	192	350
Improper Turn	256	486	253	271	242	184	282
Fail to Obey Restriction/Endorsement	266	311	262	294	228	204	261
Failing to Yield to Vehicle on Right	277	275	241	260	269	216	256
Driving Left of Centre	256	256	224	283	229	230	246
Unauthorized Use of Plate/Registration	310	227	239	229	234	209	241
Run Red Light Camera	0	0	0	0	56	1,341	699
Straddling Lanes	259	227	245	235	223	191	230
Exceed 60 Km/Hr Passing Highway Worker	41	279	81	124	118	732	229
Inadequate Brakes	206	278	59	197	237	154	189
Illegal U-Turn	152	137	132	226	247	183	180
Insufficient or No Signal	122	153	170	222	206	200	179
Fail To Yield To Pedestrian	191	191	166	159	175	182	177
Fail to Produce Licence/Registration	306	213	183	136	87	79	167
Fail to Stop for Railway Crossing	146	209	149	119	150	118	149
Disobey School Bus Signal	105	128	126	134	146	122	127
Cross Solid Lines	105	136	117	93	107	166	121
Passing on the Right	117	121	138	90	113	100	113
Passing When Unsafe	144	100	107	81	74	72	96
Headlamps not Illuminated	55	77	67	95	124	148	94
Improperly Equipped M/C Operator or Passenger	109	112	102	67	80	71	90
Flashing Red Light or Proceed Before Safe	54	91	22	108	138	112	88
Fail to Yield Leaving Lane or Alley	76	84	104	80	82	72	83
Contest of Speed - Racing	61	102	95	76	99	34	78
Obscured Vision	76	89	79	77	66	78	78
Insecured Load or Unmarked Overhanging Load	149	122	69	61	18	16	73
Allow Rider on Exterior of Vehicle	66	59	67	66	56	63	63
Exceed 60 Km/Hr Passing Emergency Vehicle	0	0	0	0	0	352	59
Flashing Red Light at Crosswalk	1	5	268	14	2	1	49
Driving on Wrong Side of Divided Highway	55	47	29	37	56	58	47
Enter Prov Highway/Fail to Yield	38	39	25	40	63	56	44
False Statement/Fail to Furnish Information	60	84	91	8	2	2	41
Unlit Lamps or Obstruction	23	27	32	32	48	56	36
Fail to Dim Headlights	39	45	36	26	25	46	36

Convictions - 1996 to 2001

Figure 5.12

Conviction	1996	1997	1998	1999	2000	2001	Avg./yr
Overcrowded Steering Compartment	45	39	39	24	25	21	32
Cutting In	37	42	16	30	31	30	31
Improper Lane Use	76	31	15	5	23	23	29
Driving While on 24 Hour Suspension	12	19	28	37	43	30	28
Drive Over Median	19	24	29	28	38	26	27
Improper Stopping On Highway or Street	10	21	25	45	39	23	27
Deface or Alter Licence/Registration/Plate	32	23	14	22	17	19	21
Throwing Glass or Other Litter on Highway	32	20	22	23	13	16	21
Disobey Emergency Vehicle Signal	12	19	22	22	22	25	20
Fail to Yield On Green Arrow	29	20	24	19	12	2	18
Cross Highway	20	13	34	7	5	3	14
Permit Attachment of Person/Device (Hanging On	12	10	9	22	7	13	12
Fail to Stop School Bus/Dangerous Goods Vehicle	8	24	13	8	3	4	10
Speeding Up on Being Overtaken	8	6	5	7	16	11	9
Fail to Obey Flag Person Directions	5	9	11	7	3	13	8
Disobey Traffic Light Not at Intersection	10	11	5	7	5	10	8
Produce Other Persons' Licence	5	9	9	9	7	9	8
Impede Traffic	8	12	5	6	7	4	7
Hold More Than One Licence	4	2	8	2	10	9	6
Proceed Contrary To Arrow	6	9	2	5	5	2	5
Allowing Other Person to Use Licence	6	7	5	4	4	2	5
Enter or Leave Controlled Access Unlawfully	6	4	3	3	5	1	4
Improper Seating on Motorcycle	4	2	3	3	5	0	3
Fail to Extinguish Spotlight	7	0	4	1	2	1	3
Motorcycle in Same Lane as Another Vehicle	2	3	1	2	0	2	2
Interfere With Funeral Procession	1	3	1	2	1	1	2
Obstruct Intersection	1	2	0	0	1	1	1
Motorcycles More Than Two Abreast	0	0	1	0	0	1	0
Total	**109,242**	**112,097**	**115,682**	**111,225**	**113,381**	**112,060**	**112,747**

Criminal Code Convictions - 1996 to 2001

Figure 5.13

	1996	1997	1998	1999	2000	2001	Avg/yr
Over 80 Mg Alcohol in Blood	4,580	4,273	4,163	3,991	3,649	3,404	4,010
Drive While Disqualified (CC)	1,064	983	932	979	914	878	958
Impaired Driving	911	857	948	1,003	903	826	908
Drive While Disqualified (Prov)	361	350	458	669	734	783	559
Dangerous Driving	212	204	218	198	188	122	190
Fail to Comply With a Demand	156	179	160	153	175	151	162
Leave Scene of Accident	162	148	145	137	132	109	139
Impaired Driving Causing Bodily Harm	28	47	51	25	33	27	35
Failing to Stop For Police Officer (Prov)	2	2	4	38	33	26	18
Failing to Stop For Police Officer (CC)	0	0	0	0	19	77	16
Dangerous Driving Causing Bodily Harm	18	19	20	16	7	16	16
Impaired Driving Causing Death	9	5	7	3	7	3	6
Dangerous Driving Causing Death	6	6	2	5	3	2	4
Criminal Negligence Causing Bodily Harm	3	1	1	2	4	1	2
Criminal Negligence Causing Death	0	1	0	1	3	1	1
Manslaughter	0	0	1	0	0	0	0
Total	**7,512**	**7,075**	**7,109**	**7,220**	**6,804**	**6,426**	**7,024**

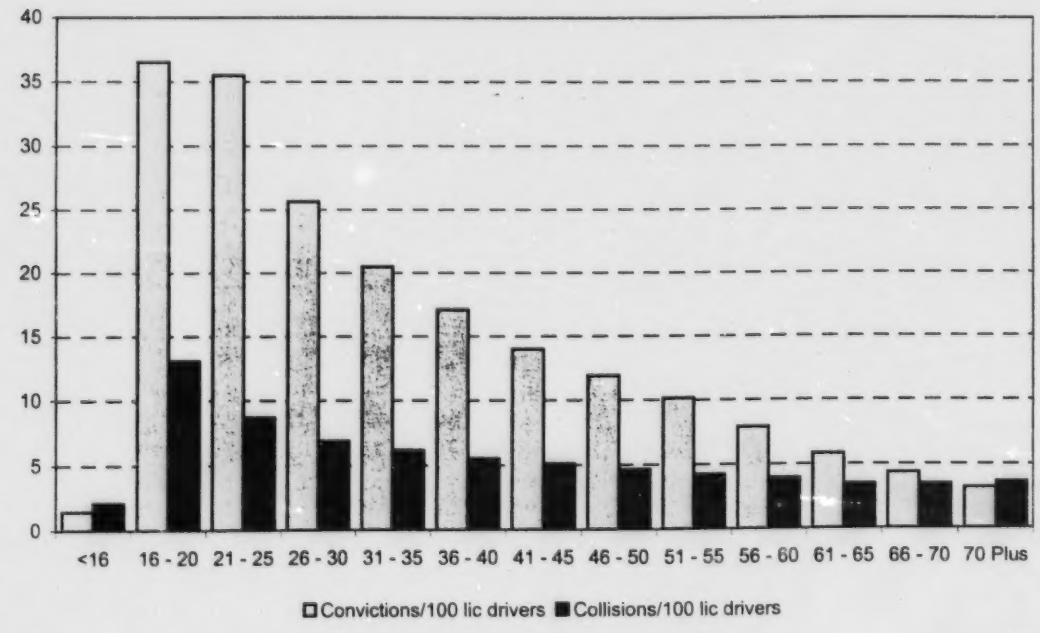
Figure 5.14

Convictions, Licensed Drivers & Drivers in Collisions by Age Group

Age	Convictions	Licensed Drivers	Drivers in Collisions	Convictions /100 lic drivers	Collisions /100 lic drivers	Conviction Risk	Collision Risk
<16	120	8,095	172	1.48	2.12	0.46	0.58
16 - 20	23,950	65,557	8,579	36.53	13.09	11.45	3.60
21 - 25	20,569	57,924	5,031	35.51	8.69	11.13	2.39
26 - 30	13,156	51,266	3,534	25.66	6.89	8.04	1.90
31 - 35	10,669	52,113	3,217	20.47	6.17	6.41	1.70
36 - 40	11,527	67,415	3,731	17.10	5.53	5.36	1.52
41 - 45	10,057	71,817	3,670	14.00	5.11	4.39	1.41
46 - 50	7,866	66,009	3,076	11.92	4.66	3.73	1.28
51 - 55	5,492	54,083	2,305	10.15	4.26	3.18	1.17
56 - 60	3,193	40,352	1,596	7.91	3.96	2.48	1.09
61 - 65	2,016	34,560	1,200	5.83	3.47	1.83	0.96
66 - 70	1,362	31,301	1,082	4.35	3.46	1.36	0.95
70 Plus	2,083	65,268	2,371	3.19	3.63	1.00	1.00
Not Stated			2,403				
Total	112,060	665,760	41,967	16.83	6.30	5.27	1.74

Figure 5.15

Convictions and Collisions by Age Group



Vehicle Factors

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Vehicle Factors

There were 45,790 vehicles involved in 27,556 collisions during 2001. This is an average of 1.66 vehicles per collision. This section provides details on the different types of vehicles involved in collisions.

Automobiles accounted for 55.7 per cent of vehicles in all collisions and 33.7 per cent of the vehicles in fatal collisions.
Pickup trucks accounted for 21.1 per cent of vehicles in all collisions and 28.8 per cent of vehicles in fatal collisions.
Large trucks represented 3.2 per cent of the vehicles involved in all collisions and 16.6 per cent of the vehicles in a fatal collision during 2001.
Research has shown that in 75 per cent of fatal crashes involving a large truck the action taken by the driver of the other vehicle was the major factor contributing to the collision.
There were 220 motorcycles involved in collisions during 2001 and 56.8 per cent of those resulted in injury or death.

Figures 6.6 to 6.8 show some historical data on truck and motorcycle collisions. Similar breakdowns for other vehicle types are available upon request.

Figure 6.9 shows a breakdown of registrations by vehicle type. This information can be used when calculating risk exposure for different types of vehicles.

Number of Vehicles in Collisions by Vehicle Type and Severity

Figure 6.1

Vehicle Type	Property Damage	Personal Injury	Fatal	Total	%
Automobile (passenger car)	20,675	4,760	69	25,504	55.7
Pickup Trucks	8,094	1,500	59	9,653	21.1
Panel Van / Mini Van / Sport Utility Vehicles (SUV)	5,527	1,132	28	6,687	14.6
Trucks > 4,500 kg	395	89	7	491	1.1
Semi-Trailer Power Unit	716	209	27	952	2.1
Transit Bus (Urban)	68	8	1	77	0.2
Inter City Bus	32	5	0	37	0.1
School Bus - Standard Large Type	66	11	1	78	0.2
School Bus - Van Type	13	1	0	14	0.0
Other Bus - Unspecified/Private	16	2	1	19	0.0
Motorcycle	97	117	3	217	0.5
Moped / Powered Bicycle	0	5	0	5	0.0
Bicycle*	47	190	3	240	0.5
Ambulance / Police / Fire	74	20	0	94	0.2
Snowmobile *	15	27	3	45	0.1
Construction / Maintenance Equipment	58	13	1	72	0.2
Unregistered Farm Equipment	40	5	1	46	0.1
Off Highway Vehicle (3 or 4 Wheel ATVs) *	5	13	0	18	0.0
Motorhome	31	4	0	35	0.1
Other Vehicle	53	3	1	57	0.1
Not Stated	1,395	54	0	1,449	3.2
Total	**37,417**	**8,168**	**205**	**45,790**	**100.0**

Number of Vehicles in Collisions by Vehicle Type and Road System

Figure 6.2

Vehicle Type	Urban Streets	Provincial Highways	Rural Roads	Other	Total	%
Automobile (passenger car)	21,137	2,687	1,254	426	25,504	55.7
Pickup Trucks	6,158	1,780	1,377	338	9,653	21.1
Panel Van / Mini Van / Sport Utility Vehicles (SUV)	5,124	977	440	146	6,687	14.6
Trucks > 4,500 kg	276	129	72	14	491	1.1
Semi-Trailer Power Unit	329	497	106	20	952	2.1
Transit Bus (Urban)	76	0	0	1	77	0.2
Inter City Bus	36	1	0	0	37	0.1
School Bus - Standard Large Type	64	4	6	4	78	0.2
School Bus - Van Type	8	3	2	1	14	0.0
Other Bus - Unspecified/Private	15	4	0	0	19	0.0
Motorcycle	168	34	8	7	217	0.5
Moped / Powered Bicycle	5	0	0	0	5	0.0
Bicycle*	234	6	0	0	240	0.5
Ambulance / Police / Fire	67	23	3	1	94	0.2
Snowmobile *	12	10	9	14	45	0.1
Construction / Maintenance Equipment	42	14	12	4	72	0.2
Unregistered Farm Equipment	9	8	25	4	46	0.1
Off Highway Vehicle (3 or 4 Wheel ATVs) *	5	5	3	5	18	0.0
Motorhome	20	13	0	2	35	0.1
Other Vehicle	39	12	5	1	57	0.1
Not Stated	1,363	20	9	57	1,449	3.2
Total	**35,187**	**6,227**	**3,331**	**1,045**	**45,790**	**100.0**

* TAIS records only traffic collisions on public roads. Therefore, many collisions involving snowmobiles and off-highway vehicles are not included in this number. Bicycle collisions are recorded only if in contact with a motor vehicle on the roadway.

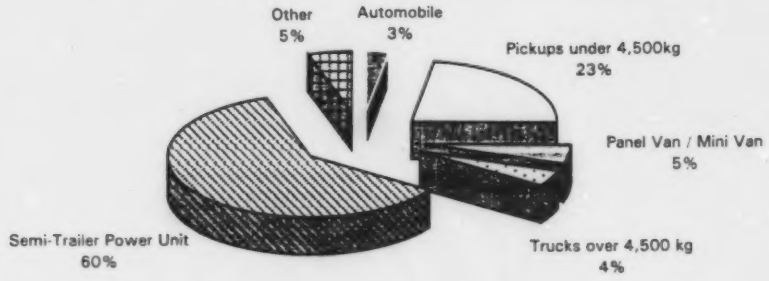
The standard passenger car and pickup truck are involved in 76.8 per cent of all collisions. Other special categories, such as all-terrain vehicles, large trucks and school buses, are of special interest to various groups and users.

Number of Vehicles in Collisions by Vehicle Type and Type of Towed Trailer

Figure 6.3

Vehicle Type	No Trailer	Recre-ation	Utility	Farm	Maint/ Const	Towed Vehicle	Single Semi	A Train	C Train	B Train	Over Sized	Other	Total	%
Automobile (pass'ger car)	25,477	12	11	0	0	3	1	0	0	0	0	0	25,504	55.7
Pickup Trucks	9,415	36	78	61	25	16	2	3	0	6	0	11	9,653	21.1
Panel Van / Mini Van / SUV	6,636	20	24	0	0	5	0	0	0	0	0	2	6,687	14.6
Trucks > 4,500 kg	447	1	2	8	9	1	18	0	0	1	0	4	491	1.1
Semi-Trailer Power Unit	321	1	1	8	14	0	384	58	23	109	2	31	952	2.1
Bus - All Types	223	0	1	0	0	0	0	0	0	0	0	1	225	0.5
Const./Maintenance Equip	64	0	1	0	5	1	0	1	0	0	0	0	72	0.2
Farm Equipment	30	0	0	14	0	1	0	0	1	0	0	0	46	0.1
Off Highway Vehicle	18	0	0	0	0	0	0	0	0	0	0	0	18	0.0
Motorhome	33	1	1	0	0	0	0	0	0	0	0	0	35	0.1
Other Vehicle	2,083	8	11	2	0	1	0	0	0	0	0	2	2,107	4.6
Total	**44,747**	**79**	**130**	**93**	**53**	**28**	**405**	**62**	**24**	**116**	**2**	**51**	**45,790**	**100.0**

% of Vehicles in Collisions Involving Trailers



Number of Vehicles in Collisions by Pre-Collision Vehicle Action and Severity

Figure 6.4

Pre-Collision Action	Property Damage	Personal Injury	Fatal	Total	%
Going Straight Ahead	19,448	5,168	167	24,783	54.1
Turning Left	3,353	830	13	4,196	9.2
Turning Right	1,687	321	3	2,011	4.4
Making U-Turn	195	32	0	227	0.5
Changing Lanes	771	81	2	854	1.9
Merging	147	25	0	172	0.4
Reversing	1,853	63	2	1,918	4.2
Overtaking, Passing on Left or Right	285	73	4	362	0.8
Slowing or Stopping on the Roadway (decelerating)	1,768	493	6	2,267	5.0
Stopped in Traffic (incl. mechanical breakdown)	2,176	618	4	2,798	6.1
Starting in Traffic (accelerating)	320	90	0	410	0.9
Starting from Parked Position, Leaving Roadside	244	30	0	274	0.6
Entering Parked Position, Stopping On Roadside	163	11	1	175	0.4
Parked Legally	3,333	144	2	3,479	7.6
Parked Illegally	93	10	0	103	0.2
Other	99	38	1	138	0.3
Not Stated	1,482	141	0	1,623	3.5
Total	**37,417**	**8,168**	**205**	**45,790**	**100.0**

Collisions Involving Dangerous Goods

Figure 6.5

Dangerous Goods Class	Spilled Yes	Spilled No	Total	% Spilled	% of Total
Class 1 Explosives	1	8	9	11.1	5.9
Class 2 Compressed Gases	1	6	7	14.3	4.6
Class 3 Flammable Liquids	43	63	106	40.6	69.7
Class 4 Flammable Solids	2	1	3	0.0	2.0
Class 5 Oxidizers & Organic Substances	2	1	3	66.7	2.0
Class 6 Poisonous & Infectious Substances	8	1	9	88.9	5.9
Class 7 Radioactive Materials	0	1	1	0.0	0.7
Class 8 Corrosive Substances	4	1	5	80.0	3.3
Class 9 Miscellaneous Substances	5	4	9	55.6	5.9
Total	**66**	**86**	**152**	**43.4**	**100.0**
% of Total	**43.4**	**56.6**	**100.0**		

Truck Collisions by Year

Figure 6.6

Year	Total Number of Trucks Involved	Number of Truck Collisions: Property Damage Only	Personal Injury	Fatal	Total	Number Injured	Number Killed
1990	1,590	1,268	261	22	1,551	379	23
1991	1,621	1,311	233	26	1,570	330	31
1992	1,433	1,130	234	25	1,389	357	28
1993	1,260	943	254	20	1,217	372	21
1994	1,335	981	287	25	1,293	469	32
1995	1,398	1,014	304	21	1,339	473	27
1996	1,510	1,133	296	28	1,457	442	36
1997	1,530	1,111	330	24	1,465	452	37
1998	1,355	1,037	246	26	1,309	344	32
1999	1,298	958	268	21	1,247	388	31
2000	1,459	1,058	306	36	1,401	481	39
2001	1,443	1,069	285	31	1,385	402	33

Trucks Involved in Collisions by Truck Type

Figure 6.7

Year	Single Unit (Straight) Trucks: Property Damage Only	Personal Injury	Fatal	Articulated/Tractor-Trailer Trucks: Property Damage Only	Personal Injury	Fatal
1990	604	121	5	693	149	18
1991	661	112	10	692	128	18
1992	584	110	8	582	131	18
1993	458	99	5	519	161	18
1994	468	124	8	546	168	21
1995	492	116	5	565	204	16
1996	501	105	4	674	202	24
1997	480	131	6	682	212	19
1998	405	93	9	666	165	17
1999	376	81	5	624	193	19
2000	385	100	5	719	215	35
2001	395	89	7	716	209	27

Motorcycle Collisions by Year

Figure 6.8

Year	Property Damage Only	Personal Injury	Fatal	Total	Persons Injured	Persons Killed
1988	137	222	3	362	260	3
1989	98	172	5	275	193	5
1990	91	165	4	260	183	6
1991	101	156	5	262	179	6
1992	95	149	2	246	161	2
1993	59	131	5	195	150	5
1994	61	131	4	196	148	4
1995	41	107	5	153	125	5
1996	54	118	4	176	131	5
1997	69	105	4	178	132	4
1998	60	116	3	179	137	3
1999	63	113	2	178	129	2
2000	68	132	2	202	150	2
2001	95	122	3	220	137	3

Vehicle Registrations (Insured Years*)

Figure 6.9

Type of Vehicle	1997	1998	1999	2000	2001
Passenger Cars - excludes special use	341,645	336,291	331,139	331,194	326,801
Sport Utility Vehicles	27,546	30,874	33,609	35,878	38,116
Light Private Trucks - < 5,001 kgs class PV	79,172	84,766	90,708	92,653	93,216
Vans (light & heavy, commercial & private)	58,954	63,219	66,451	69,647	71,608
Commercial & Farm Straight Trucks	179,144	171,990	163,287	159,610	155,194
Truck Tractors (semi power units)	9,190	9,875	10,152	10,732	11,576
School Buses - bus use only class PS	3,084	3,125	3,153	3,254	3,180
Transit Buses - class PC	335	322	324	339	343
Inter-City, tour & private buses	439	409	406	395	388
Motorcycles	5,661	5,058	4,609	4,788	4,885
Pedal Cycles	39	26	24	27	38
Motorhomes	9,104	7,923	7,212	6,707	6,120
Ambulance	214	225	227	235	234
Hearse	115	119	119	123	116
Police - all vehicles with police use	448	426	416	455	493
Taxis	716	719	690	672	681
Trailers (commercial, private & farm)	108,184	103,229	102,063	102,805	104,556
Snowmobiles	12,801	11,109	7,141	5,861	5,733
Other - no assigned vehicle type	14	13	12	12	12
TOTAL	836,804	829,719	821,744	825,389	823,289
Total Motor Vehicles	715,819	715,381	712,541	716,723	713,000

* Insured years is the portion of the year the vehicle is registered. This method of counting registrations was implemented due to short-term registrations.

Example: When three separate motorcycles are registered for six months each out of a complete year they are counted as 18 months or 1.5 insured years.

Victims and Safety Restraints

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Victims and Safety Restraints

The Traffic Accident Information System (TAIS) attempts to capture information on all passengers involved in injury collisions. This data can be used to calculate exposure rates for occupants by injury severity, age, seating position, gender and many other variables. Additional details, such as injury region of the body and injury treatment, are also available from TAIS.

Figures 7.6 and 7.7 show the relationship between the severity of injury to vehicle occupants and seat belt use. The severity of injury is much lower for victims using safety restraints. Ninety-four per cent of those using safety restraints sustained minor, moderate or no recorded injuries. Those occupants not using safety restraints were severely or fatally injured 28 per cent of the time, compared to six per cent of those using restraints.

In 2001, 69, or 49.3 per cent of the vehicle occupants killed in Saskatchewan were unbelted. On rural gravel roads 56 per cent of the occupants killed were unbelted and on First Nations roads the number was 81 per cent.

Estimates of Seat Belt Use - June 2000 and 2001 Survey Results

Urban Communities 2000 / 2001	% of all occupants wearing seat belts in light-duty vehicles		Rural Communities (2000)	% of all occupants wearing seat belts in light-duty vehicles
Saskatoon	92.8 / 95.3		Assiniboia	85.8
Regina	87.0 / 91.7		Biggar	77.3
Battleford	87.6 / 88.8		Canora	84.5
Melville	87.5 / 86.6		Carlyle	71.6
Melfort	93.1 / 85.8		Esterhazy	77.6
Prince Albert	84.1 / 79.9		Gravelbourg	73.2
			Kindersley	80.7
			Meadow Lake	81.1
			Nipawin	83.4
			Pierceland	78.5
			First Nations Roads	45.0

Child Restraints

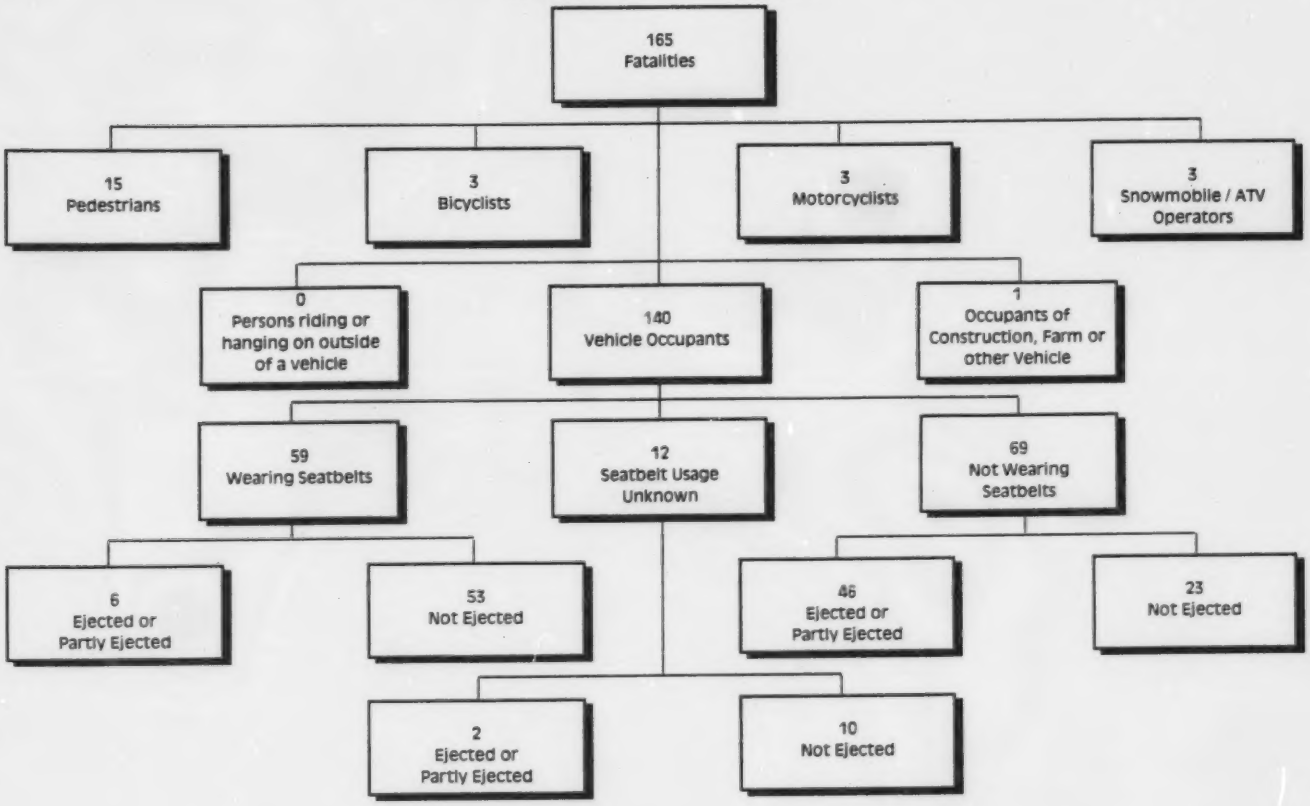
Seventeen children (under the age of eight) were injured and one killed while not properly restrained in a seat belt or proper child restraint in 2001. This compares to 44 injuries and two deaths in 2000, 29 injuries and one death in 1999. SGI surveys show 50 per cent of children age eight and under in Saskatchewan are not properly restrained.

For more information on the proper installation of child restraints, call SGI Traffic Safety Promotion at (306) 751-1237.

Fatalities Classification

(January 1 to December 31, 2001)

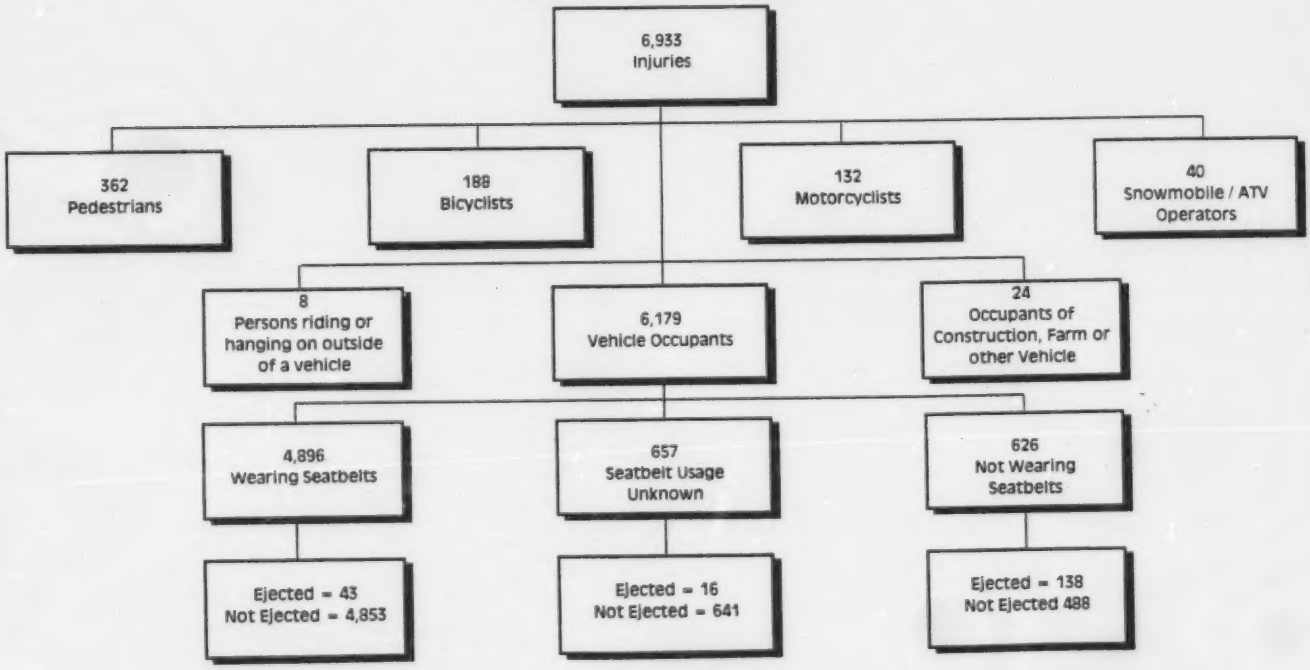
Figure 7.1



Injuries Classification

(January 1 to December 31, 2001)

Figure 7.2



Victims Injured by Road User Class and Age Group

Figure 7.3

Category	0 - 4	5 - 14	15 - 19	20 - 24	25 - 34	35 - 44	45 - 54	55 - 64	65 +	Not Stated	Total	%
Motor Vehicle Driver	0	9	738	577	715	711	518	284	333	5	3,890	56.1
Motor Vehicle Passenger	69	232	617	268	251	192	138	103	172	107	2,149	31.0
Pedestrian	18	92	46	35	38	30	27	18	32	26	362	5.2
Bicyclist*	2	54	31	18	19	21	8	2	3	30	188	2.7
Motorcycle Driver	0	3	16	18	27	29	19	4	2	0	118	1.7
Motorcycle Passenger	0	2	4	1	2	1	2	1	0	1	14	0.2
Motorcyclist (not spec.)	0	0	0	0	0	0	0	0	0	0	0	0.0
Motor Veh. Occ. (not spec.)	3	24	16	13	18	12	7	5	2	37	137	2.0
Other Occupants	0	1	5	7	3	4	2	2	1	2	27	0.4
Snowmobiler*	0	1	5	7	5	6	1	1	1	0	27	0.4
Hanging / Riding On Vehicle	0	0	4	1	0	0	2	0	0	1	8	0.1
ATV Operator*	0	2	3	1	3	2	0	1	1	0	13	0.2
Total	**92**	**420**	**1,485**	**946**	**1,081**	**1,008**	**724**	**421**	**547**	**209**	**6,933**	**100.0**

Victims Killed by Road User Class and Age Group

Figure 7.4

Category	0 - 4	5 - 14	15 - 19	20 - 24	25 - 34	35 - 44	45 - 54	55 - 64	65 +	Not Stated	Total	%
Motor Vehicle Driver	0	1	11	12	18	13	11	12	15	0	93	56.4
Motor Vehicle Passenger	0	2	10	6	5	9	3	0	3	0	38	23.0
Pedestrian	0	2	1	0	3	2	2	1	4	0	15	9.1
Bicyclist*	0	0	0	0	0	2	0	0	1	0	3	1.8
Motorcycle Driver	0	0	0	2	0	1	0	0	0	0	3	1.8
Motorcycle Passenger	0	0	0	0	0	0	0	0	0	0	0	0.0
Motorcyclist (not spec.)	0	0	0	0	0	0	0	0	0	0	0	0.0
Motor Veh. Occ. (not spec.)	0	0	2	1	2	0	1	1	2	0	9	5.5
Other Occupants	0	0	0	0	0	0	0	1	0	0	1	0.6
Snowmobiler*	0	0	0	0	2	0	1	0	0	0	3	1.8
Hanging / Riding On Vehicle	0	0	0	0	0	0	0	0	0	0	0	0.0
ATV Operator*	0	0	0	0	0	0	0	0	0	0	0	0.0
Total	**0**	**5**	**24**	**21**	**30**	**27**	**18**	**15**	**25**	**0**	**165**	**100.0**

Victims Injured or Killed by Road User Class and Gender

Figure 7.5

	Victims Injured				Victims Killed			
Category	Male	Female	Not Stated	Total	Male	Female	Not Stated	Total
Motor Vehicle Driver	1,872	2,014	4	3,890	75	18	0	93
Motor Vehicle Passenger	915	1,233	1	2,149	23	15	0	38
Pedestrian	190	170	2	362	8	7	0	15
Bicyclist*	140	48	0	188	1	2	0	3
Motorcycle Driver	110	8	0	118	3	0	0	3
Motorcycle Passenger	5	9	0	14	0	0	0	0
Motorcyclist (not spec.)	0	0	0	0	0	0	0	0
Motor Vehicle Occupant (not spec.)	57	76	4	137	6	3	0	9
Other Occupants	18	9	0	27	1	0	0	1
Snowmobiler*	26	1	0	27	3	0	0	3
Hanging / Riding On Vehicle	8	0	0	8	0	0	0	0
ATV Operator*	11	2	0	13	0	0	0	0
Total	**3,352**	**3,570**	**11**	**6,933**	**120**	**45**	**0**	**165**

* TAIS records only collisions on public roads. Therefore, many of the collisions involving snowmobiles and off-highway vehicles are not included in this number. Bicycle collisions are recorded only if the collision occurs with a motor vehicle on the roadway.

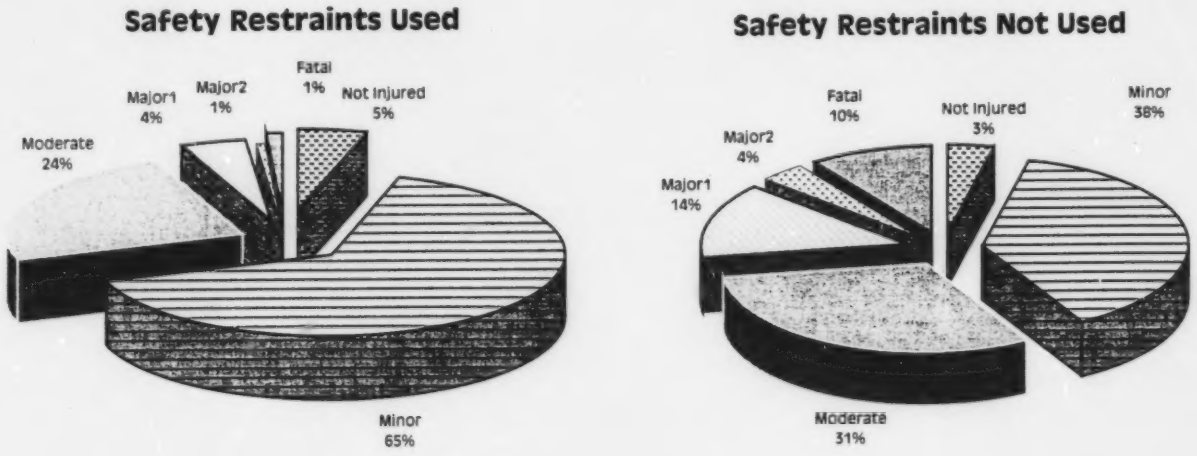
Vehicle Occupants by Injury Class and Safety Restraints Used

Figure 7.6

Injury Class	Lap/Lap & shoulder belt	Lap & shoulder w/air bag	Child restraint rear facing	Child restraint front facing with tether	Child restraint front facing w/o tether	Child booster seat	Not or improperly used	Not Stated	Total	%
Not Injured	206	16	4	8	3	3	25	3,637	3,902	38.2
Minor	3,050	310	4	21	2	9	277	486	4,159	40.7
Moderate	1,103	139	1	1	1	2	221	124	1,592	15.6
Major 1	200	20	0	1	1	1	101	38	362	3.5
Major 2	23	6	0	0	0	1	26	9	65	0.6
Fatal	51	8	0	0	0	0	69	12	140	1.4
Total	**4,633**	**499**	**9**	**31**	**7**	**16**	**719**	**4,306**	**10,220**	**100.0**

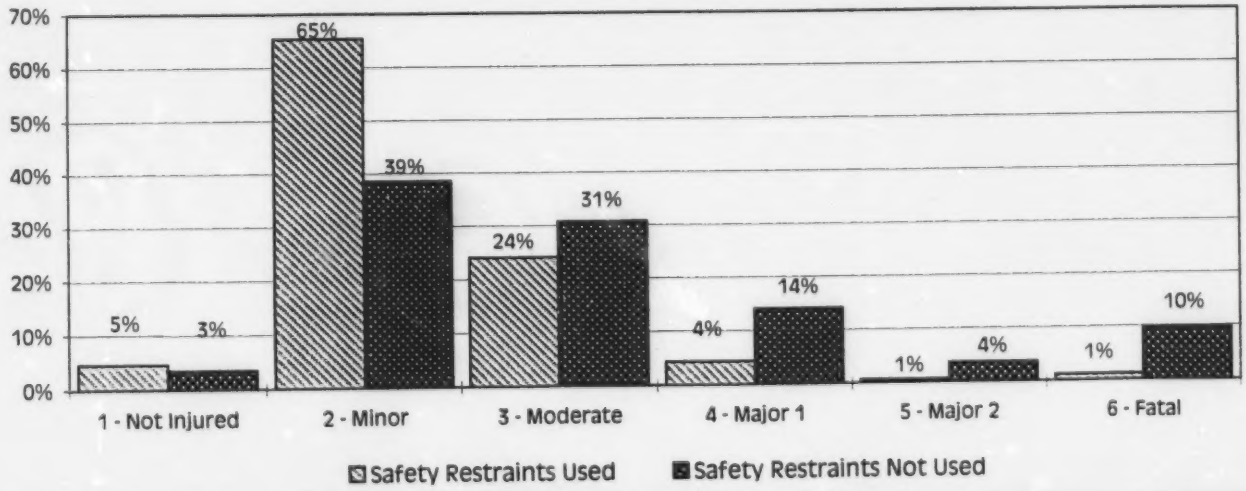
Severity of Injury by Safety Restraint Use

Figure 7.7



Note:
The totals used to calculate the percentage in figure 7.7 do not include occupants where seat belt use was coded as "not stated".

Severity of Injury by Safety Restraints Used



Vehicle Occupants by Injury Class & Age Group

Figure 7.8

Restraints Used

Injury Class	Not Stated	Age Group 1 - 4	5 - 10	11 - 15	16 - 25	26 - 65	66 - 70	71 - 75	76 +	Total
Not Injured	7	23	13	12	80	83	4	7	11	**240**
Minor	58	47	88	133	1,286	1,513	79	68	124	**3,396**
Moderate	25	7	11	42	419	628	29	31	55	**1,247**
Major 1	2	3	2	7	55	122	11	8	13	**223**
Major 2	0	1	1	3	12	10	0	0	3	**30**
Fatal	0	0	0	0	16	30	5	3	5	**59**
Total	**92**	**81**	**115**	**197**	**1,868**	**2,386**	**128**	**117**	**211**	**5,195**

Restraints Not Used

Injury Class	Not Stated	Age Group 1 - 4	5 - 10	11 - 15	16 - 25	26 - 65	66 - 70	71 - 75	76 +	Total
Not Injured	0	1	1	2	13	8	0	0	0	**25**
Minor	3	4	7	33	147	78	1	2	2	**277**
Moderate	5	1	2	17	112	81	0	3	0	**221**
Major 1	4	2	1	3	47	39	2	1	2	**101**
Major 2	0	1	0	3	16	5	1	0	0	**26**
Fatal	0	0	1	2	30	31	3	0	2	**69**
Total	**12**	**9**	**12**	**60**	**365**	**242**	**7**	**6**	**6**	**719**

Restraint Use Not Stated

Injury Class	Not Stated	Age Group 1 - 4	5 - 10	11 - 15	16 - 25	26 - 65	66 - 70	71 - 75	76 +	Total
Not Injured	149	6	1	13	1,244	1,900	113	78	133	**3,637**
Minor	45	5	17	18	166	204	14	6	11	**486**
Moderate	3	0	1	3	55	55	1	2	4	**124**
Major 1	3	1	0	1	12	17	2	1	1	**38**
Major 2	1	0	0	0	3	5	0	0	0	**9**
Fatal	1	0	0	0	2	9	0	0	0	**12**
Total	**202**	**12**	**19**	**35**	**1,482**	**2,190**	**130**	**87**	**149**	**4,306**

Injury Classification

Figure 7.9

1 Not Injured	no visible signs or any complaint of injury.
2 Minor	minor complaint of injury by victim but no apparent incapacitation.
3 Moderate	an injury other than a fatal injury or an incapacitating injury, which is evident to observers at the scene of the collision.
4 Major 1	an injury other than a fatal injury, which prevents the injured person from walking, driving or normally continuing the activities the person was capable of performing before the injury occurred.
5 Major 2	an injury from which the victim enters into unconsciousness at or when taken from the collision scene.
6 Fatal	death within 30 days - as a result of injuries incurred in the traffic collision.

Vehicle Occupants

Vehicle Occupant	A driver or passenger of a car, truck, van, power unit, bus, emergency vehicle or motorhome.

Fatal Collisions

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Fatal Collisions

This section has been added to provide a more detailed look at fatal collisions that occurred in 2001.

Figure 8.1 provides a breakdown of the fatalities by road-user-class, day-of-week, time-of-day and type of roadway.

The detailed listing in figure 8.2 shows some of the individual factors and a brief description of each of the 138 fatal collisions that occurred during 2001.

Deaths of unbelted occupants

- 69 unbelted vehicle occupants were killed in 2001. This represents 49.3 per cent of all vehicle occupant deaths
- 43 (62%) of those involved alcohol
- 40.6 per cent were occupants of pickup trucks
- 33.3 per cent were occupants of passenger cars
- 54 (78%) were in single vehicle collisions

Deaths of belted occupants

- 59 belted vehicle occupants were killed in 2001. This represents 42.1 per cent of occupants
- 12 (20%) of those involved alcohol
- 15.3 per cent were occupants of pickup trucks
- 67.8 per cent were occupants of passenger cars
- 18 (31%) were in single vehicle collisions

Other victims in 2001 traffic collisions include

- 15 pedestrians
- 3 bicyclists
- 3 motorcyclists
- 3 snowmobile operators
- 1 person riding on the outside of the vehicle

2001 FATAL SUMMARY

Figure 8.1

SUMMARY: *For the year ending December 31, 2001, there were 165 traffic fatalities in Saskatchewan. These 165 fatalities consisted of 140 vehicle occupants, 15 pedestrians, three bicyclists, three motorcyclists and three snowmobile/ATV operators. Alcohol was involved in 79 of the 165 traffic fatalities.*

1. **Pedestrian Summary:**
   - *15 pedestrian fatalities*
   - *10 on Provincial Highways*
   - *3 on Urban Streets*
   - *1 on Rural Roads*
   - *1 on First Nations Roads*
   - *In seven cases, the pedestrian had been drinking. In two of the cases, both the driver and pedestrian and been drinking.*
   - *Thirteen of the cases listed the pedestrian action as the main contributing factor.*

2. **Bicyclist Summary:**
   - *Three bicyclists were killed in 2001, two on provincial highways and one on an urban street. In two of the incidents the cyclist failed to yield or disregarded the traffic control.*

3. **Motorcyclist Summary:**
   - *In 2001, there were three motorcycle fatalities. One was a single vehicle collision, one involved a car and one involved a pickup truck. Excessive speed was a factor in two of the collisions, alcohol was a factor in one.*

4. **Snowmobile/ATV Operator Summary:**
   - *Three snowmobile operators died in 2001. Two were single vehicle collisions and one involved a school bus. Alcohol was a factor in one collision.*

5. **Vehicle Occupant Summary:**
   - *In 2001, there were 140 vehicle occupant fatalities. Fifty-nine occupants were wearing seat belts and 69 were not. Seat belt usage for the remaining 12 was not known.*

Seat Belt Used: - 59 deaths

- In 12 of the cases the driver had been drinking.
- Sixteen were between the ages of 16 and 25, 30 between ages 26 and 65 and 13 over 65.
- Type of vehicle the occupant was in:
  - 40 Passenger Cars
  - 9 Pickup Trucks
  - 9 Panel/Mini Vans or SUV's
  - 1 Truck Over 4,500 Kg

Seat Belt Not Worn: - 69 deaths

- In 43 cases the driver had consumed alcohol.
- Forty-six occupants were ejected or partly ejected.
- One victim was under 10 year of age, two were between 11 and 15, 30 between 16 and 25, 31 between 26 and 65 and five over 65.

- Type of vehicle the occupant was in:
  - 23 Passenger Cars
  - 28 Pickup Trucks
  - 16 Panel/Mini Vans or SUV's
  - 2 Semis

Seat Belt Use Not Known or Not Stated: - 12 deaths

- In six of the deaths the driver had consumed alcohol.
- All victims were between the ages of 25 and 65
- Type of vehicle the occupant was in:
  - 7 Passenger Cars
  - 1 Pickup Truck
  - 1 Panel/Mini Van or SUV
  - 3 Semis

6. 2001 Traffic Deaths by Day of Week:

- Sunday 21
- Monday 6
- Tuesday 15
- Wednesday 14
- Thursday 24
- Friday 36
- Saturday 49

7. 2001 Traffic Deaths by Time of Day:

Hour	Deaths	Hour	Deaths
Midnight to 1 a.m.	5	Noon to 1 p.m.	6
1 a.m. to 2 a.m.	12	1 p.m. to 2 p.m.	4
2 a.m. to 3 a.m.	8	2 p.m. to 3 p.m.	6
3 a.m. to 4 a.m.	5	3 p.m. to 4 p.m.	7
4 a.m. to 5 a.m.	1	4 p.m. to 5 p.m.	13
5 a.m. to 6 a.m.	5	5 p.m. to 6 p.m.	3
6 a.m. to 7 a.m.	4	6 p.m. to 7 p.m.	6
7 a.m. to 8 a.m.	9	7 p.m. to 8 p.m.	7
8 a.m. to 9 a.m.	10	8 p.m. to 9 p.m.	4
9 a.m. to 10 a.m.	6	9 p.m. to 10 p.m.	9
10 a.m. to 11 a.m.	4	10 p.m. to 11 p.m.	10
11 a.m. to Noon	12	11 p.m. to Midnight	6

8. 2001 Traffic Deaths by Type of Roadway:

- Provincial Highways 85
- Rural Roads 45
- Urban Streets 17
- Other Roads 18

2001 Listing of Fatal Collisions

#	Road Location	# Killed	# Injured	Alcohol Involvement	Seat Belt	Collision Description
1	Rural/Urban Hwy	1	0	No	Not Known	The driver of a semi-trailer unit fell asleep and entered the left ditch. The vehicle then struck an approach and utility pole. The driver was partially ejected.
2	Grid Road	1	0	No	Helmet Worn	The operator of a snowmachine travelling in a field at a high rate of speed drove into the side of a school bus on a grid road.
3	Rural/Urban Hwy	2	3	Yes	1Yes 1 No	The impaired driver of a van was driving in the wrong set of lanes on a divided highway. The van collided head on with a car and a following car. Weather conditions were extremely foggy at the time.
4	Grid Road	1	3	No	Yes	The driver of a van lost control on an icy road, entered the ditch and rolled. Two persons ejected, one killed.
5	Street	1	3	Yes		The impaired driver of a car collided head on with a transit bus and another car.

January summary: Six people were killed in 5 different collisions. Two involved alcohol.

6	Grid Road	2	0	No	No	The driver of a pickup failed to stop at a stop sign at a level railway crossing and hit a train.
7	Street	1	2	Yes	No	The impaired driver of a pickup lost control on an icy road and hit a fire hydrant and a tree.
8	Rural/Urban Hwy	1	2	No	Not Known	A snowplow caused "whiteout" conditions while clearing snow. Vehicles following the snowplow became involved in a five vehicle pile-up. The victim's car was sandwiched between two large trucks.
9	Rural/Urban Hwy	1	1	No	Yes	A car was following a gravel truck on a snow covered highway. The gravel truck went around a snow bank and the car tried to do the same. Due to the whiteout condition caused by the gravel truck, the driver of the car did not see the oncoming semi and they collided head on.
10	Rural/Urban Hwy	2	1	No	Yes	The driver of a semi-trailer unit tried to pass in a no passing area and hit an oncoming car. The driver of the car was ejected and both occupants of the car were killed.

February summary: Seven people were killed in 5 different collisions. One involved alcohol.

11	Rural/Urban Hwy	1	2	No	Not Known	The driver of a semi-trailer unit failed to stop at an uncontrolled railway crossing and was hit by a train. The driver of the semi was ejected and killed. There were two people injured on the train.
12	Rural/Urban Hwy	1	0	Yes	Ped	An intoxicated pedestrian was walking along the highway against traffic when struck by a car.
13	Rural/Urban Hwy	1	0	No	Ped	A driver parked on the shoulder of a highway exited the car and was struck by a semi-trailer unit. Dense fog may have contributed to the collision.
14	Rural/Urban Hwy	1	1	No	Not Known	A semi-traler unit crossed the centre line and collided with an oncoming car. Both vehicles burst into flames.
15	Rural/Urban Hwy	1	0	Yes	Not Known	The impaired driver of a pickup began to pass another vehicle, lost control and entered the ditch. The vehicle hit a sign post and some trees.
16	Rural/Urban Hwy	1	1	No	No	The driver of a pickup fell asleep and drifted into the path of a semi-trailer unit.

2001 Listing of Fatal Collisions

#	Road Location	# Killed	# Injured	Alcohol Involvement	Seat Belt	Collision Description
17	StreetStreet	1	0	Yes	Helmet Worn	The driver of a snowmobile left to get help for a stuck vehicle. When the driver returned, he hit a tow cable that was stretched across the roadway.
18	Rural/Urban Hwy	1	0	Yes	No	The impaired driver of a car lost control and rolled into the ditch. The driver was ejected.

March summary: Eight people were killed in 8 different collisions. Four involved alcohol.

19	Street	1	0	Yes	No	The impaired driver of a car ran into the lead locomotive of a train. All signals were fully operational at the time of the collision.
20	Rural/Urban Hwy	1	0	No	Yes	The driver of a car was trying to cross a four lane highway and was struck by a pickup.
21	Rural/Urban Hwy	1	3	No	Yes	The driver of a pickup wasn't paying attention when he slammed into the rear of a car which in turn rear-ended another car that was waiting to turn. The passenger in the first car hit was killed.
22	Rural/Urban Hwy	1	1	No	Yes	The driver of a car crossed the centre line and sideswiped an oncoming semi.
23	Rural/Urban Hwy	1	0	Yes	No	The impaired driver of a pickup left the roadway and rolled in the ditch. The driver was ejected and died as a result of the collision.
24	Rural/Urban Hwy	1	0	Yes	Ped	An impaired pedestrian was trying to flag down a vehicle after her car broke down. She was struck by two separate vehicles.
25	Grid Road	1	0	Yes	No	The impaired driver of a pickup left the road and rolled the vehicle into the ditch. The driver pulled himself out and walked for approximately 3/4 of a kilometre before he collapsed and died.
26	Rural/Urban Hwy	2	0	Yes	Not Known	A car with two occupants hit the side of a bridge and plunged into the river below. One victim was found inside the vehicle and the other in the river. It's unknown who was driving the vehicle, but both victims had consumed alcohol.
27	Rural/Urban Hwy	1	3	No	No	The driver of a van passed a cell phone to her son in the back, lost control on a curve and rolled the vehicle. A rear seat passenger was ejected and killed.
28	Rural/Urban Hwy	1	1	Yes	Yes	The impaired driver of a pickup was travelling in the opposing lane of traffic and hit an oncoming car.

April summary: Eleven people were killed in 10 different collisions. Six involved alcohol.

29	Grid Road	1	1	No	Yes	The driver of a pickup failed to yield to traffic at an uncontrolled intersection and collided with a car.
30	Grid Road	1	2	No	No	The driver of a car lost control on a gravel road and rolled. The front seat passenger was ejected and killed.
31	Grid Road	1	1	No	Yes	The driver of a truck proceeded through a yield sign and struck a pickup. The visibility may have been reduced due to seeding in adjacent fields.
32	Street	1	0	No	Ped	A child was struck and killed as he crossed the street mid-block.
33	Rural/Urban Hwy	2	0	No	Yes	The elderly driver of a van tried to cross a four lane highway. He was unable to see an oncoming semi due to another semi that was turning.

2001 Listing of Fatal Collisions

#	Road Location	# Killed	# Injured	Alcohol Involvement	Seat Belt	Collision Description
34	Grid Road	1	1	No	Yes	The driver of a pickup failed to stop at a highway crossing. The driver lost control, entered the ditch and rolled.
35	Rural/Urban Hwy	1	2	Yes	No	The driver of a semi failed to negotiate a curve, lost control and rolled. All three occupants were not wearing seatbelts and were ejected. One passenger was killed. Alcohol was a factor in the collision.
36	Grid Road	1	0	Yes	No	The impaired driver of a pickup left the road, entered the ditch and hit an approach. The driver was not belted in and was ejected.
37	Grid Road	1	0	Yes	No	The operator of a grader was passing back and forth over the tracks. The driver failed to see and hear an oncoming train. The train hit the cab of the grader and the driver was ejected.
38	Rural/Urban Hwy	1	1	Yes	No	The intoxicated driver of a car drifted towards the ditch, caught gravel and skidded across the highway. The vehicle hit the ditch and rolled twice coming to rest on the roof. The driver was partially ejected.
39	Grid Road	1	2	Yes	No	Two pickup trucks were travelling towards each other on a gravel road. The second pickup was following a semi that had kicked up a lot of dust which reduced visibility. The two drivers didn't see each other and hit head on.

May summary: Twelve people were killed in 11 different collisions. Five involved alcohol.

40	Rural/Urban Hwy	1	0	No	Helmet Not Worn	An elderly cyclist attempted to cross a highway and was struck by a van. The cyclist's view may have been obstructed by another vehicle.
41	Street	1	2	No	Yes	The driver of a van made a left hand turn in front of an oncoming car. The elderly driver of the car was killed.
42	Rural/Urban Hwy	2	1	Yes	No	This was a single vehicle rollover on a highway. The driver of the vehicle is not known as all occupants were ejected from the vehicle. Alcohol was a factor in the collision.
43	Rural/Urban Hwy	1	0	Yes	No	The impaired driver of a car wandered into the left ditch, attempted to return to the highway and began to roll. The driver was ejected.
44	Grid Road	1	2	No	Yes	A grain truck and a van collided at an uncontrolled intersection of two grid roads.
45	Rural/Urban Hwy	1	0	No	Yes	The driver of a car appears to have fallen asleep and hit an approach. The vehicle burst into flames burning the entire vehicle and driver.
46	Grid Road	1	3	No	Yes	The driver of a car failed to yield to a pickup at a rural intersection. The passenger in the car was killed.
47	Street	1	0	No	Yes	The driver of a car turned left in front of a semi. The driver of the car died at the scene.
48	Rural/Urban Hwy	1	3	Yes	No	The driver of a car was travelling on the highway at a high rate of speed. She lost control of the vehicle and rolled into a field. The front passenger was ejected and killed.
49	First Nations	2	2	Yes	No	A car failed to negotiate a curve and rolled into the ditch. All four occupants who weren't using seatbelts were ejected. Alcohol was a known factor by all occupants even though the driver has not been determined.

2001 Listing of Fatal Collisions

#	Road Location	# Killed	# Injured	Alcohol Involvement	Seat Belt	Collision Description
50	Street	1	0	No	Helmet Worn	The operator of a motorcycle, travelling at a high rate of speed, tried to pass a car on the left hand side while the car was turning left. The motorcycle hit the driver's side of the car.
51	Grid Road	1	3	Yes	No	The intoxicated driver of a pickup lost control of the vehicle, hit an embankment and rolled. None of the four occupants were wearing seatbelts, three were ejected and one died in the collision.
52	First Nations	5	2	No	No	The operator of an SUV was travelling on a gravel road, lost control of the vehicle and rolled several times. None of the seven occupants were using seat belts and all were ejected. Three occupants died at the scene and two died later in hospital.
53	Rural/Urban Hwy	1	0	No	Yes	The elderly operator of a van turned left in front of a semi that was travelling the same direction.
54	Grid Road	1	1	No	No	The driver of a pickup was travelling along a grid road when the drive shaft came off the vehicle. The pickup went into a skid and rolled. The passenger in the vehicle was ejected and killed.
55	Rural/Urban Hwy	1	4	Yes	Yes	The driver of a pickup failed to stop at a stop sign and collided with a van. The pickup burst into flames and the vehicle and driver were burnt. Alcohol was a contributing factor in this collision.
56	Street	1	0	No	Yes	The driver of a car crossed the centre raised median and collided head on with a truck.
57	Grid Road	1	0	Yes	No	The intoxicated driver of a pickup lost control of the vehicle in a construction zone and rolled down a ravine.
58	Rural/Urban Hwy	1	0	No	Helmet Not Stated	The elderly driver of a car rear-ended a cyclist on the highway.
59	Rural/Urban Hwy	4	1	No	2 Yes 2 No	The driver of a car failed to yield the right of way when entering the highway and collided with an SUV. All four occupants of the car were killed.

June summary: Twenty-nine people were killed in 20 different collisions. Seven involved alcohol.

60	Grid Road	1	4	Yes	No	The intoxicated driver of the car tried to make a left turn, lost control of the vehicle and rolled. The driver was partially ejected out the sunroof.
61	First Nations	1	2	Yes	No	The impaired driver of a car, travelling at a high rate of speed, attempted to make a right turn. The vehicle entered the ditch and rolled. The driver was partially ejected.
62	Street	1	0	No	Ped	A young girl ran out from behind parked vehicles and was hit by a car.
63	Rural/Urban Hwy	1	0	Yes	Yes	The impaired driver of a car hit the back of a semi that was stopped on the side of the highway.
64	Rural/Urban Hwy	1	0	No	Yes	The driver of a car stopped at the stop sign at the junction of two highways and then proceeded through in front of a semi.
65	Grid Road	1	2	Yes	Yes	Two pickup trucks were travelling towards each other on a narrow gravel road. The two drivers didn't see each other as they crested the hill and hit head on. Alcohol was a factor in one of the drivers.

2001 Listing of Fatal Collisions

#	Road Location	# Killed	# Injured	Alcohol Involvement	Seat Belt	Collision Description
66	Street	1	0	No	No	The elderly driver of a van lost control of the vehicle and collided with a temporary barrier on the centre median.
67	Grid Road	1	3	No	No	The driver of a car lost control of the vehicle and rolled in the ditch. The driver was not wearing a seat belt and was ejected.
68	Rural/Urban Hwy	1	4	Yes	No	The intoxicated driver of a car lost control of the vehicle while playing a game that involved throwing beer bottles at signs. The car left the roadway and rolled in the ditch. None of the five occupants were wearing seat belts.
69	Grid Road	1	1	No	Not Known	The driver of a pickup went through a stop sign and struck a van. The two occupants of the van were injured and taken to hospital. The passenger died later in the hospital.
70	Grid Road	1	1	Yes	No	The driver of a car tried to turn left into a driveway. The vehicle entered the ditch and rolled. The driver was ejected.
71	Rural/Urban Hwy	1	4	Yes	No	The driver of a pickup attempted to make a left turn. He missed the turn, went into a skid and rolled twice. The driver was ejected.
72	Rural/Urban Hwy	1	0	No	Yes	The elderly driver of a car failed to stop at a stop sign and pulled out in front of a semi.
73	Rural/Urban Hwy	1	0	Yes	Ped	Driver of a semi trailer unit struck an intoxicated pedestrian that was lying on the roadway amongst some branches.

July summary: Fourteen people were killed in 14 different collisions. Eight involved alcohol.

74	Grid Road	1	1	Yes	No	Driver of a semi trailer unit slowed down and was struck in the rear end by a following pickup truck that exploded on impact.
75	Rural/Urban Hwy	5	1	Yes	2 Yes 3 No	The impaired driver of a car crossed the centre line and hit head on with a van, spun around and was hit again by a pickup. All four occupants of the car and the lone occupant of the van were killed. One victim was ejected and one was partially ejected.
76	Rural/Urban Hwy	1	0	No	Ped	A pedestrian walked out in front of a pickup and was struck and killed.
77	Grid Road	1	1	Yes	Yes	The impaired driver of a pickup lost control on loose gravel and rolled in the ditch.
78	Rural/Urban Hwy	1	1	Yes	No	The impaired driver of a car missed a curve on the road, drove off the left shoulder and rolled. The driver was ejected.
79	Rural/Urban Hwy	1	0	No	No	The driver of an SUV wandered over the centre line and was side swiped by a pickup. Both vehicles ended up in the ditch. The driver of the SUV was ejected.
80	First Nations	1	1	Yes	No	The impaired driver of a car lost control on a gravel road, entered the ditch and rolled. Both occupants were ejected and the passenger was killed.
81	Rural/Urban Hwy	2	1	Yes	1 Yes 1 No	The impaired driver of a van crossed the centre line in heavy fog and hit an oncoming pickup. The drivers of both vehicles were killed.
82	Street	1	2	Yes	No	The impaired driver of a pickup crossed into the opposing lane of traffic and hit an oncoming car.

2001 Listing of Fatal Collisions

#	Road Location	# Killed	# Injured	Alcohol Involvement	Seat Belt	Collision Description
83	Rural/Urban Hwy	1	1	No	Yes	The elderly driver of a car failed to stop at a rural intersection and pulled out into the path of a semi trailer unit.
84	First Nations	1	3	No	No	The driver of a pickup was travelling along a grid road following a semi. An oncoming car couldn't see due to the dust from the semi and hit head on with the pickup.
85	Rural/Urban Hwy	1	0	No	Ped	A pedestrian was walking in the driving lane of the highway wearing dark clothing and was hit by a semi trailer unit.
86	Grid Road	2	3	No	Yes	A car and a combine were travelling towards each other at the crest of a hill on a narrow road. As the vehicles met, the car lost control and skidded sideways into the combine. The two front occupants of the car were killed.
87	Rural/Urban Hwy	1	0	Yes	No	The impaired driver of a pickup lost control of the vehicle, went into the left ditch then the right ditch and rolled. The driver was ejected.
88	Street	1	1	Yes	Helmet Worn	The elderly driver of a pickup turned left in front of an impaired driver of a motorcycle. There were no traffic controls at the intersection.

August summary: Twenty-one people were killed in 15 different collisions. Nine involved alcohol.

89	Rural/Urban Hwy	1	0	No	Yes	The driver of a pickup fell asleep, went into the right ditch, overcorrected and rolled several times.
90	Grid Road	1	5	No	No	The underage driver of a pickup lost control of the vehicle and rolled. The five passengers in the back of the pickup were ejected and one was killed.
91	Rural/Urban Hwy	1	3	No	Partial	The driver of a van lost control on broken pavement leading to gravel. The vehicle entered the right ditch, crossed to the left ditch and rolled twice. A rear seat passenger had her shoulder belt behind her and was partially ejected and killed.
92	Rural/Urban Hwy	1	1	No	Yes	The elderly driver of a car lost control, drove off the highway and rolled. A passenger in the car was killed.
93	Rural/Urban Hwy	1	1	No	Yes	The driver of a semi was stopped on the highway due to construction. The driver of a truck following the semi failed to stop and pushed it into a car and van.
94	Rural/Urban Hwy	1	1	No	Yes	An older driver of a car lost control on wet pavement and rolled in the ditch.
95	Grid Road	1	0	Yes	No	The impaired driver of a pickup went into the left ditch, crossed the roadway into the right ditch and hit a gravel pile.
96	Grid Road	1	0	Yes	Yes	The driver of a car failed to stop at a level uncontrolled railway crossing and hit a train.
97	Rural/Urban Hwy	1	1	Yes	No	The driver of a van crossed into the path of an oncoming pickup. The driver of the van was killed. Alcohol was involved in this collision.
98	Grid Road	1	0	Yes	Yes	The impaired driver of a car lost control on gravel, entered the ditch and rolled two times into a dugout. The vehicle landed upside down in the water.
99	Rural/Urban Hwy	1	0	No	Helmet Not Worn	The driver of a motorcycle hit a pothole, lost control and skidded into the ditch. The victim was not wearing a helmet and received fatal head injuries.

2001 Listing of Fatal Collisions

#	Road Location	# Killed	# Injured	Alcohol Involvement	Seat Belt	Collision Description
100	Street	1	0	No	Not Stated	The operator of a bicycle went through a red light and was struck by a semi.
101	Rural/Urban Hwy	1	0	Yes	Ped	Two pedestrians were walking down the middle of the highway when one pedestrian tried to flag down a bus and was hit. Alcohol was a factor in this collision.
102	Grid Road	2	0	No	No	The driver of a pickup lost control on a gravel road and rolled two to three times. No seat belts were worn and the occupants were ejected. It's not known who the driver was.
103	Grid Road	1	0	Yes	No	The impaired driver of a car partially entered the left ditch, corrected, entered the right ditch and rolled the vehicle.
104	First Nations	1	0	Yes	No	The impaired driver of an SUV rolled the vehicle. The driver was ejected.

September summary: Seventeen people were killed in 16 different collisions. Seven involved alcohol.

105	Street	1	0	No	Yes	The driver of a pickup ran a stop sign and collided with a car.
106	First Nations	1	1	No	No	Driver of pickup failed to stop at a stop sign and was struck by a semi. The driver of the pickup was ejected.
107	Grid Road	1	1	Yes	Yes	The impaired driver of a pickup lost control and rolled. The driver of the vehicle was killed.
108	Grid Road	1	1	Yes	Yes	A car and a truck met at the crest of a hill. The elderly driver of the car lost control and hit head on with the truck.
109	Rural/Urban Hwy	1	0	No	Yes	The driver of a van swerved to avoid a pothole, lost control of the vehicle and rolled.
110	Rural/Urban Hwy	1	0	No	Ped	An elderly man stopped his pickup, got out and went to the rear of the vehicle. The pickup was still in reverse and it backed over the driver and dragged him into the ditch.
111	Grid Road	1	0	Yes	No	The impaired driver of a pickup was travelling too fast for road conditions and lost control of his vehicle. The vehicle hit a ditch embankment and ejected the driver.
112	First Nations	1	0	No	Ped	An elderly pedestrian crossed the road in front of a pickup. The driver of the pickup had no time to avoid the collision.
113	Rural/Urban Hwy	1	1	No	Yes	The driver of a car failed to stop at a stop sign and was struck by a pickup. Both vehicles caught on fire and burned completely.
114	Grid Road	1	0	Yes	No	The impaired driver of a car lost control of the vehicle and rolled in the ditch. The driver was ejected from the vehicle and died later in the hospital.
115	Rural/Urban Hwy	1	1	Yes	No	The operator of an SUV struck a train at an uncontrolled railway crossing. Very foggy conditions at the time significantly reduced visibility.
116	Grid Road	1	1	Yes	Yes	The impaired driver of the pickup turned prior to the intersection, entered the ditch, struck a culvert and rolled. The driver of the pickup was partially ejected and died instantly.

October summary: Twelve people were killed in 12 different collisions. Six involved alcohol.

2001 Listing of Fatal Collisions

#	Road Location	# Killed	# Injured	Alcohol Involvement	Seat Belt	Collision Description
117	Street	1	0	Yes	Ped	The impaired driver of a pickup struck an intoxicated pedestrian that was crossing the street mid-block.
118	Grid Road	1	0	Yes	Ped	The driver of a pickup came over a rise and ran over a body lying in the middle of the road. Alcohol was a factor in the collision.
119	Rural/Urban Hwy	2	1	No	Yes	The driver of a car lost control in slushy highway and hit head on with the second car. Both vehicles were hit by a third car.
120	Fed/Prov Land	1	0	No	No	The driver of a pickup was backing down an icy hill, lost control and rolled down into a ravine filled with water. The driver was trapped in the vehicle under water and drowned.
121	Grid Road	1	0	No	Not Known	The driver of a semi tried to cross the railway tracks in front of a train against warning signals. The semi was struck by a train and burst into flames.
122	Rural/Urban Hwy	1	1	No	Yes	The elderly driver of a car lost control on loose gravel, fishtailed and rolled into the ditch.
123	Grid Road	1	0	Yes	No	The impaired driver of a pickup wandered onto the right shoulder, crossed to the left and back to the right ditch where the vehicle rolled. The driver was ejected.
124	Street	1	3	Yes	No	The driver of a pickup lost control of the vehicle, jumped a curb and hit two power poles. Two occupants that were in the box of the truck were ejected and one died. Alcohol was a factor in the collision.
125	Grid Road	1	1	Yes	No	The underage driver of a pickup was travelling at a high rate of speed on a grid road, lost control of the vehicle and rolled. Alcohol, speed, driver inexperience and lack of seat belt use were all factors in the collision.
126	First Nations	3	0	Yes	Not Known	Two cars collided head on, burst into flames and completely burned. Both drivers were impaired at the time of the crash.
127	Rural/Urban Hwy	1	0	No	Ped	The driver of a pickup stopped on the shoulder of the highway to check his vehicle and cargo. He was struck by a driver of a car that had fallen asleep.
128	Street	1	1	Yes	Yes	The impaired driver of a car lost control at a high rate of speed, hit a post and rolled.
129	Rural/Urban Hwy	1	0	Yes	Yes	The impaired driver of a car lost control on the highway, hit an embankment and rolled.
130	Rural/Urban Hwy	3	5	No	2 Yes 1 No	The driver of a van lost control of the vehicle on a slippery road and rolled the van several times.
131	Rural/Urban Hwy	1	0	Yes	No	The driver of a pickup lost control on a slippery highway and rolled the vehicle. The driver was not wearing her seatbelt and was ejected. Alcohol was a contributing factor in the collision.
132	Rural/Urban Hwy	1	0	No	Yes	The driver of a car drifted off into the opposing lane of traffic and was struck by a semi. The driver of the car was partially ejected and killed.

November summary: Twenty-one people were killed in 16 different collisions. Nine involved alcohol.

133	Grid Road	1	0	No	No	The driver of a semi hooked a wheel over the edge of the road, went into the ditch, hit an approach and rolled. The unbelted driver was partially ejected and killed. He may have been talking on his cell phone at the time of the collision.

2001 Listing of Fatal Collisions

#	Road Location	# Killed	# Injured	Alcohol Involvement	Seat Belt	Collision Description
134	Grid Road	1	0	Yes	Helmet	The operator of a snowmachine approached a road and couldn't stop in time. The snowmobile became airborne and landed on the opposite side of the road on top of the driver. Alcohol was a factor in this collision.
135	Grid Road	1	0	Yes	No	The impaired driver of a pickup was travelling at a high rate of speed, missed a stop sign and rolled hitting several trees. The driver was ejected.
136	Rural/Urban Hwy	1	4	Yes	No	The impaired driver of a pickup lost control of the vehicle, went into the left ditch, then crossed into the right ditch and rolled. The front passenger was ejected and killed.
137	Rural/Urban Hwy	2	3	No	Yes	The driver of the first car lost control on the slippery road and hit head on with the second car. The front seat passenger of the first car and the driver of the second car were killed.
138	Rural/Urban Hwy	1	3	Yes	Ped	The impaired driver of a pickup stalled the vehicle across the roadway while attempting to make a "u". Another motorist stopped to assist and both pedestrians were struck by a car as they were attempting to push the vehicle off the roadway.

December summary: Seven people were killed in six different collisions. Four involved alcohol.

Pedestrians

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Pedestrians

2001 Quick Facts on Pedestrian Collisions

- Fifteen pedestrians were killed and 70 seriously injured in 2001 as compared to 18 deaths and 63 injuries in 2000. Pedestrian action was the contributing factor in 13 of the 15 deaths in 2001.
- In seven of the fatal collisions the pedestrian had been drinking. In two cases both the pedestrian and driver had been drinking.
- 29.7 per cent of the pedestrians injured or killed were under the age of 15.
- 89.9 per cent of pedestrians were injured or killed in an urban area (refer to Figure 11.4 on page 102 for individual city breakdowns).
- Over 36 per cent of the pedestrians were hit while trying to cross at an intersection, and 20.7 per cent were hit after running onto the roadway.
- Most pedestrian collisions occurred in late afternoon and early evening. The highest hourly total occurred between 3 and 4 p.m.
- Friday was the worst day for pedestrian collisions and October was the worst month.

Pedestrians Injured or Killed by Age Group

Figure 9.1

	Age Group											
	0 - 4	5 - 14	15 - 19	20 - 24	25 - 34	35 - 44	45 - 54	55 - 64	65 +	Not Stated	Total	%
Injured	18	92	46	35	38	30	27	18	32	26	362	96.0
Killed	0	2	1	0	3	2	2	1	4	0	15	4.0
Total	**18**	**94**	**47**	**35**	**41**	**32**	**29**	**19**	**36**	**26**	**377**	
%	4.8	24.9	12.5	9.3	10.9	8.5	7.7	5.0	9.5	6.9		**100.0**

Pedestrians Injured or Killed by Action and Age Group

Figure 9.2

	Age Group											
Action *	0 - 4	5 - 14	15 - 19	20 - 24	25 - 34	35 - 44	45 - 54	55 - 64	65 +	Not Stated	Total	%
At Int Xing with ROW	3	21	11	11	10	11	9	11	14	5	106	28.1
At Int Xing without ROW	0	3	1	1	1	2	2	1	4	1	16	4.2
At Int, Xing, No Traffic Control	1	5	1	1	2	1	1	0	3	0	15	4.0
Xing Road between Int	1	7	5	2	2	2	4	1	1	2	27	7.2
Walking, Facing Traffic	0	0	1	0	1	1	1	0	0	0	4	1.1
Walking with Traffic	0	2	1	1	0	1	0	2	0	1	8	2.1
On Sidewalk or Median	1	2	2	1	3	2	1	1	2	1	16	4.2
Walking on Roadway	0	0	4	3	3	1	1	0	1	2	15	4.0
From Behind Vehicle	3	3	2	1	3	3	1	0	3	1	20	5.3
Running into Road	8	39	8	4	7	3	2	0	1	6	78	20.7
Getting on/off Other Vehicle	0	2	0	6	4	1	0	0	2	0	15	4.0
Working on Vehicle	0	0	1	0	1	0	2	1	0	4	9	2.4
Playing on Roadway	1	2	0	0	0	0	0	0	0	0	3	0.8
Working on Roadway	0	0	0	0	1	0	0	0	0	0	1	0.3
Lying on Roadway	0	0	1	0	0	0	1	0	0	0	2	0.5
Hitchhiking	0	0	0	1	0	0	0	0	0	0	1	0.3
Skateboarding	0	6	2	0	0	1	0	0	0	0	9	2.4
Wheelchair on Road	0	0	0	0	0	0	0	0	0	0	0	0.0
Not Stated	0	2	7	3	3	3	4	2	5	3	32	8.5
Total	**18**	**94**	**47**	**35**	**41**	**32**	**29**	**19**	**36**	**26**	**377**	**100.0**

*Int = Intersection, Xing = Crossing, ROW = Right of Way

Pedestrians Injured or Killed by Road System

Figure 9.3

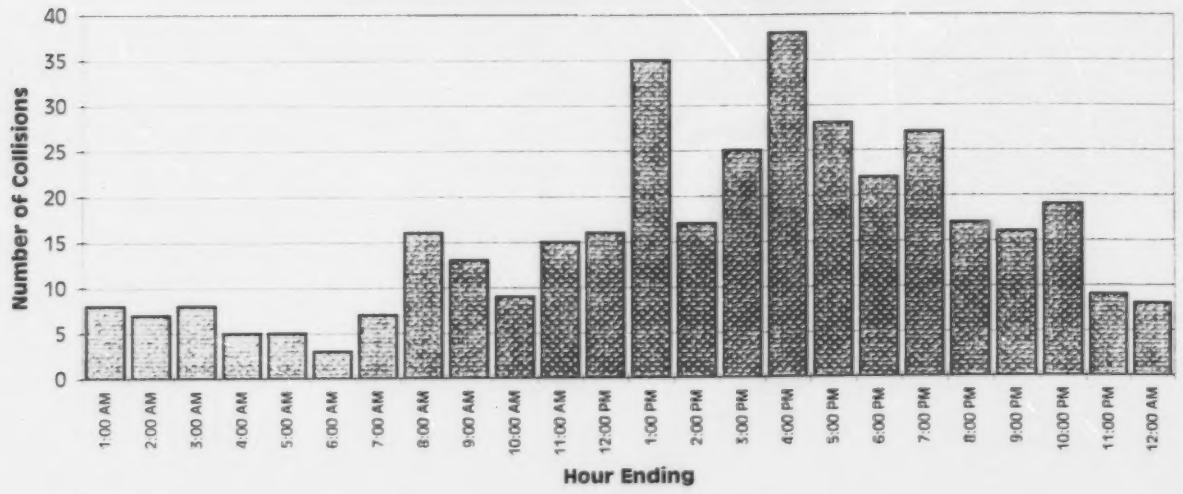
Road Authority	**Injured**	**%**	**Killed**	**%**	**Total**	**%**
Urban						
Street	325	86.2	3	0.8	328	87.0
Lane / Back Alley	11	2.9	0	0.0	11	2.9
Subtotal	**336**	**89.1**	**3**	**0.8**	**339**	**89.9**
Provincial Highways						
Rural / Urban Highways	14	3.7	9	2.4	23	6.1
Provincial Road 900 Series	1	0.3	1	0.3	2	0.5
Community Access / Other Highways	0	0.0	0	0.0	0	0.0
Subtotal	**15**	**4.0**	**10**	**2.7**	**25**	**6.6**
Rural Roads						
Designated Grid Road	0	0.0	1	0.3	1	0.3
Municipal Rural Road	0	0.0	0	0.0	0	0.0
Subtotal	**0**	**0.0**	**1**	**0.3**	**1**	**0.3**
Other						
Indian Reserves/ First Nations Land	8	2.1	1	0.3	9	2.4
Federal / Provincial Land	1	0.3	0	0.0	1	0.3
Unknown	2	0.5	0	0.0	2	0.5
Subtotal	**11**	**2.9**	**1**	**0.3**	**12**	**3.2**
Total	**362**	**96.0**	**15**	**4.0**	**377**	**100.0**

Pedestrian Collisions by Time of Day

Figure 9.4

Hour of Collision	Collisions
12 to 1 a.m.	8
1 to 2 a.m.	7
2 to 3 a.m.	8
3 to 4 a.m.	5
4 to 5 a.m.	5
5 to 6 a.m.	3
6 to 7 a.m.	7
7 to 8 a.m.	16
8 to 9 a.m.	13
9 to 10 a.m.	9
10 to 11 a.m.	15
11 to 12 noon	16
12 to 1 p.m.	35
1 to 2 p.m.	17
2 to 3 p.m.	25
3 to 4 p.m.	38
4 to 5 p.m.	28
5 to 6 p.m.	22
6 to 7 p.m.	27
7 to 8 p.m.	17
8 to 9 p.m.	16
9 to 10 p.m.	19
10 to 11 p.m.	9
11 to 12 midnight	8
Not Stated	4
Total	**377**

Pedestrian Collisions by Hour of Collision

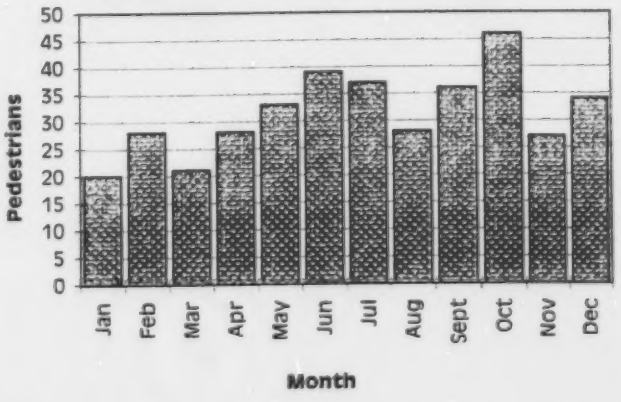


Pedestrian Collisions by Month

Figure 9.5

Month	Collisions
January	20
February	28
March	21
April	28
May	33
June	39
July	37
August	28
September	36
October	46
November	27
December	34
Total	**377**

Pedestrian Collisions By Month



Alcohol

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Alcohol

Getting tough on drinking and driving

Drinking and driving remains the number one contributing factor in fatal collisions in Saskatchewan. SGI is continuously working on solutions to help resolve this serious traffic safety issue.

If you choose to drive after drinking, and you're lucky enough to avoid a collision causing injury or death, there are still serious consequences if you are stopped by law enforcement.

Driver's licence suspension periods apply if you are convicted of driving with a blood alcohol level over .08, impaired driving or failure to provide a breath sample.

In Saskatchewan, the first conviction of any of the above offences will result in a driver's licence suspension period of one year. A second offence results in a three-year licence suspension and any subsequent offence results in a five-year licence suspension.

Fines for these offences start at $600, with no maximum.

If you are at fault for a collision while driving impaired, you also have no insurance coverage for the damage to your vehicle and you have no insurance coverage for damage you cause to others' vehicles or property.

Before a driver's licence can be reinstated, the driver must attend an addiction screening and assessment, and complete any education and recovery program recommended by their addiction counselor. The addiction screening and education or recovery program is mandatory. Drivers cannot simply wait until their suspension period is over to get their licence back.

First-time drinking and driving offenders who have successfully completed their required addiction screening and all education and recovery programs may be eligible to participate in the Ignition Interlock Program.

An ignition interlock is an alcohol sensing device that prevents a driver from starting their vehicle if the device detects any amount of alcohol in the driver's system. The minimum one-year driver's licence suspension can be reduced to three months if an eligible first-time offender participates in the program.

For further details of SGI's Drinking and Driving Initiatives contact SGI at 1-800-667-8015 ext. 6180.

Number of Collisions and Victims Involving Alcohol by Year

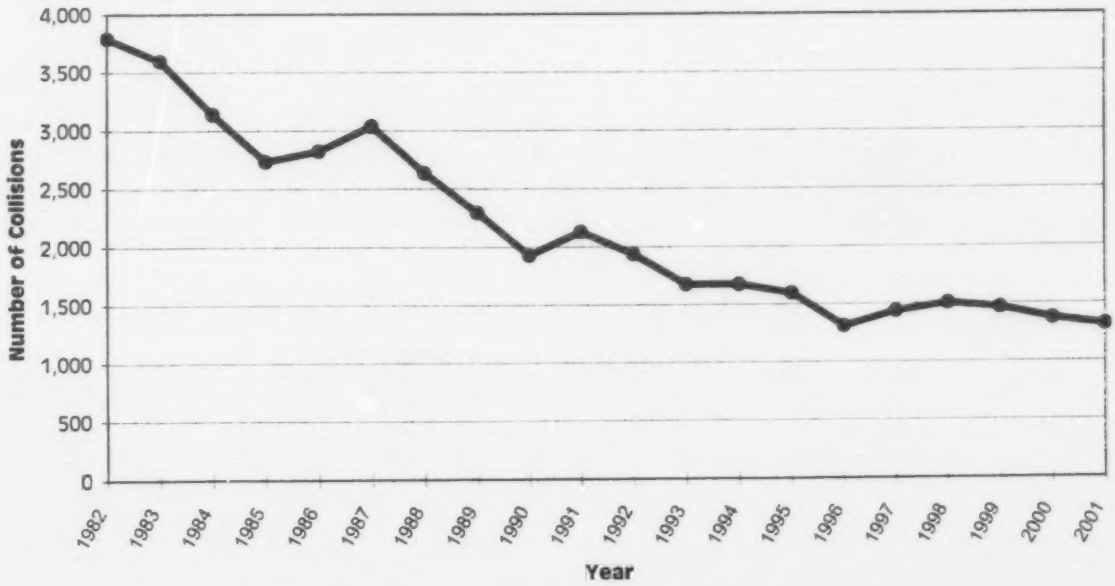
Figure 10.1

	Number of Collisions				Number of Victims		
Year	Property Damage Only	Personal Injury	Fatal	Total	Injured	Killed	Total
1982	2,626	1,088	76	3,790	1,933	92	2,025
1983	2,470	1,053	73	3,596	1,804	97	1,901
1984	2,083	984	71	3,138	1,678	84	1,762
1985	1,774	891	68	2,733	1,548	77	1,625
1986	1,844	884	95	2,823	1,559	113	1,672
1987	1,957	985	94	3,036	1,733	123	1,856
1988	1,694	877	63	2,634	1,511	81	1,592
1989	1,499	728	68	2,295	1,252	76	1,328
1990	1,263	606	58	1,927	1,036	65	1,101
1991	1,344	707	77	2,128	1,215	88	1,303
1992	1,197	685	55	1,937	1,265	64	1,329
1993	961	653	59	1,673	1,126	70	1,196
1994	966	654	52	1,672	1,142	57	1,199
1995	980	558	56	1,594	991	61	1,052
1996	766	503	39	1,308	897	48	945
1997	830	560	46	1,436	1,045	55	1,100
1998	891	561	52	1,504	1,005	61	1,066
1999	850	551	64	1,465	979	86	1,065
2000	790	541	39	1,370	931	47	978
2001	793	454	68	1,315	815	79	894

Minimum reporting limits for property damage only collisions were $200 prior to 1984, $500 as of January 1, 1984 and $1,000 as of January 1, 1993.

Alcohol involvement in fatal traffic collisions is confirmed through the reporting police agency and Coroner's Office after all investigation and lab testing has been completed. This procedure is not done for injury and property damage only collisions.

Alcohol Involved Collisions by Year



Per cent of Collisions and Victims Involving Alcohol by Year

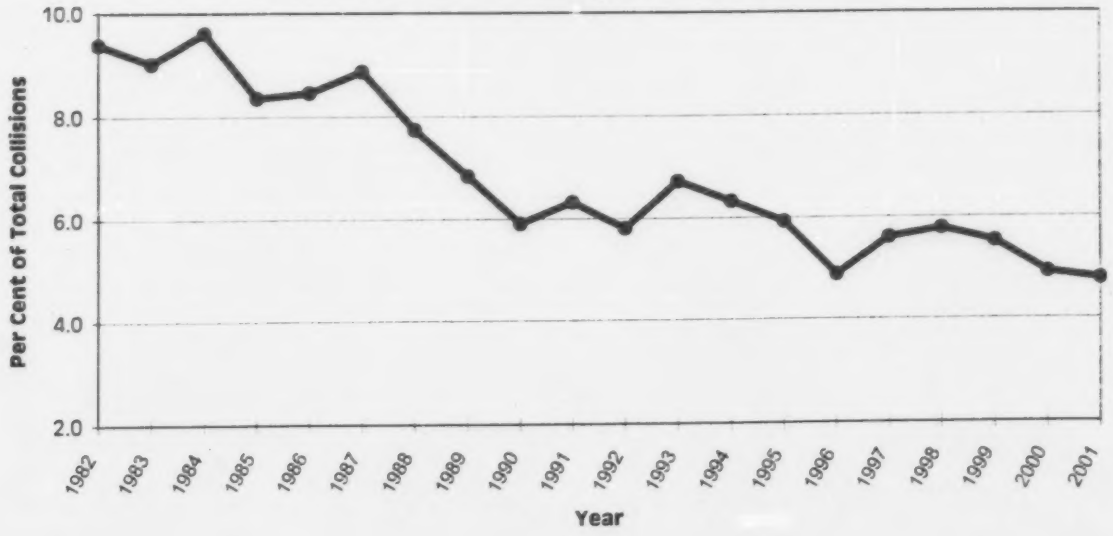
Figure 10.2

	Per cent of Collisions				Per cent of Victims		
Year	Property Damage Only	Personal Injury	Fatal	Total	Injured	Killed	Total
1982	7.6	19.4	40.0	9.4	22.7	38.3	23.1
1983	7.2	18.8	39.9	9.0	21.8	41.3	22.4
1984	7.7	18.3	38.0	9.6	21.2	38.0	21.7
1985	6.6	15.5	36.8	8.4	18.3	36.0	18.7
1986	6.8	14.9	45.9	8.5	17.7	46.1	18.4
1987	7.0	16.0	48.7	8.9	19.0	52.1	19.8
1988	6.1	14.7	39.4	7.7	17.3	40.5	17.8
1989	5.4	13.2	42.0	6.8	15.4	39.6	15.9
1990	4.6	11.4	42.3	5.9	13.5	42.2	14.1
1991	4.7	13.5	51.0	6.3	15.9	51.5	16.6
1992	4.3	12.8	43.3	5.8	15.7	44.8	16.2
1993	5.0	11.9	44.0	6.7	14.0	45.8	14.6
1994	4.7	11.6	38.8	6.3	13.9	37.7	14.4
1995	4.5	11.1	41.5	5.9	13.3	38.9	13.8
1996	3.5	10.7	36.8	4.9	13.1	35.6	13.6
1997	4.1	10.9	35.4	5.6	13.7	33.5	14.2
1998	4.3	11.3	40.6	5.8	13.9	41.2	14.5
1999	4.1	10.1	43.0	5.5	12.2	45.7	13.0
2000	3.5	10.0	28.5	4.9	11.9	31.1	12.2
2001	3.5	9.3	49.3	4.8	11.8	47.9	12.6

Minimum reporting limits for property damage only collisions were $200 prior to 1984, $500 as of January 1, 1984 and $1,000 as of January 1, 1993.

Alcohol involvement in fatal traffic collisions is confirmed with the reporting police agency and Coroner's Office after all investigation and lab testing has been completed. This procedure is not done for injury and property damage only collisions.

Per cent of Alcohol Involved Collisions by Year

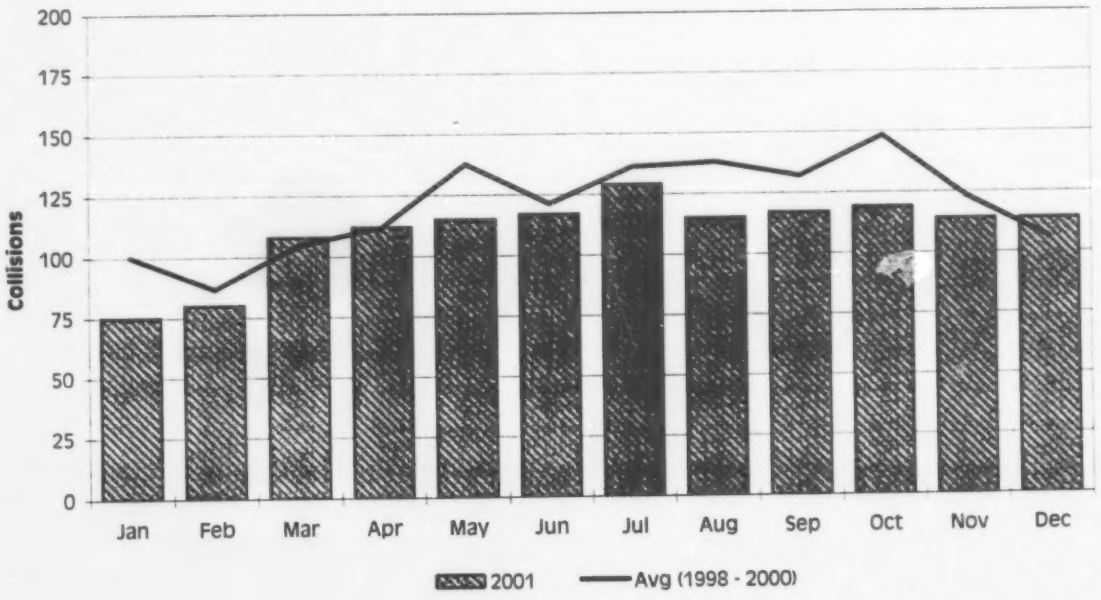


Alcohol-Involved Collisions by Month and Year

Figure 10.3

Month	1996	1997	1998	1999	2000	Average 1998 - 2000	2001	% Change
January	74	69	110	96	94	100.0	**75**	-25.0
February	95	100	85	89	86	86.7	**80**	-7.7
March	110	109	106	107	101	104.7	**108**	3.2
April	101	95	108	114	114	112.0	**112**	0.0
May	103	125	146	137	130	137.7	**115**	-16.5
June	139	122	127	120	117	121.3	**117**	-3.6
July	122	113	144	133	132	136.3	**129**	-5.4
August	127	157	163	131	120	138.0	**115**	-16.7
September	106	142	141	121	134	132.0	**117**	-11.4
October	135	134	148	165	132	148.3	**119**	-19.8
November	104	133	124	127	119	123.3	**114**	-7.6
December	92	137	102	125	91	106.0	**114**	7.5
Totals	**1,308**	**1,436**	**1,504**	**1,465**	**1,370**	**1,446.3**	**1,315**	**-9.1**

Alcohol-Involved Collisions by Month

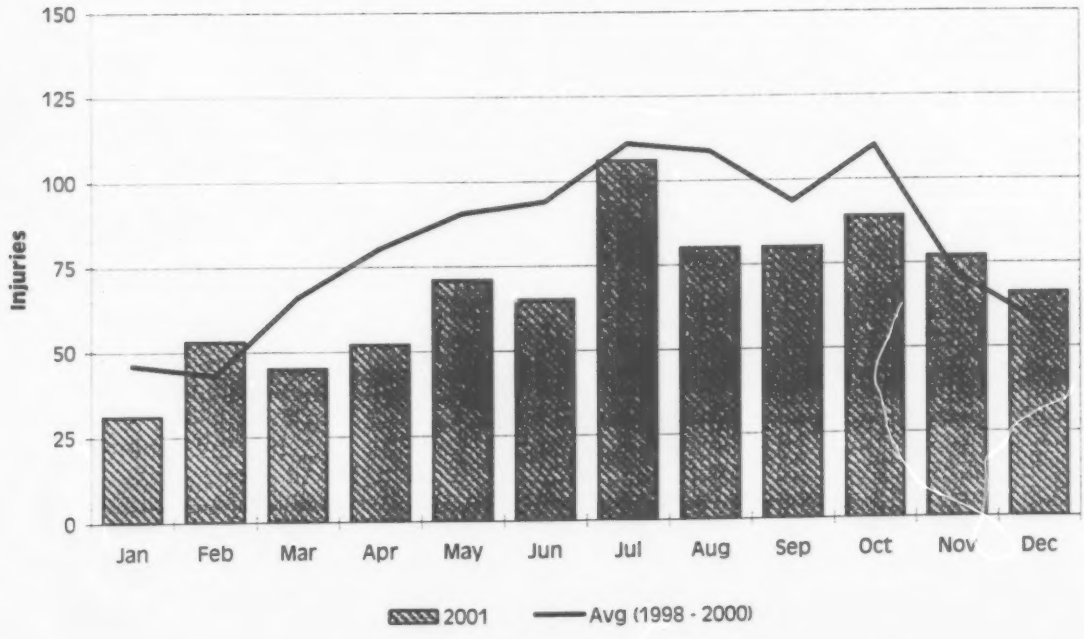


Injuries Due to Alcohol-Involved Collisions by Month and Year

Figure 10.4

Month	1996	1997	1998	1999	2000	Average 1998 - 2000	2001	% * Change
January	27	28	46	45	47	46.0	31	-32.6
February	64	62	34	49	46	43.0	53	23.3
March	74	64	70	54	74	66.0	45	-31.8
April	68	58	82	72	87	80.3	52	-35.3
May	50	95	112	73	87	90.7	71	-21.7
June	101	102	83	107	92	94.0	65	-30.9
July	115	97	128	101	104	111.0	106	-4.5
August	104	125	133	107	86	108.7	80	-26.4
September	81	112	109	87	85	93.7	80	-14.6
October	92	125	82	130	118	110.0	89	-19.1
November	75	90	76	84	55	71.7	77	7.4
December	46	87	51	71	50	57.3	66	15.1
Totals	**897**	**1,045**	**1,006**	**980**	**931**	**972.3**	**815**	**-16.2**

Injuries Due to Alcohol-Involved Collisions by Month

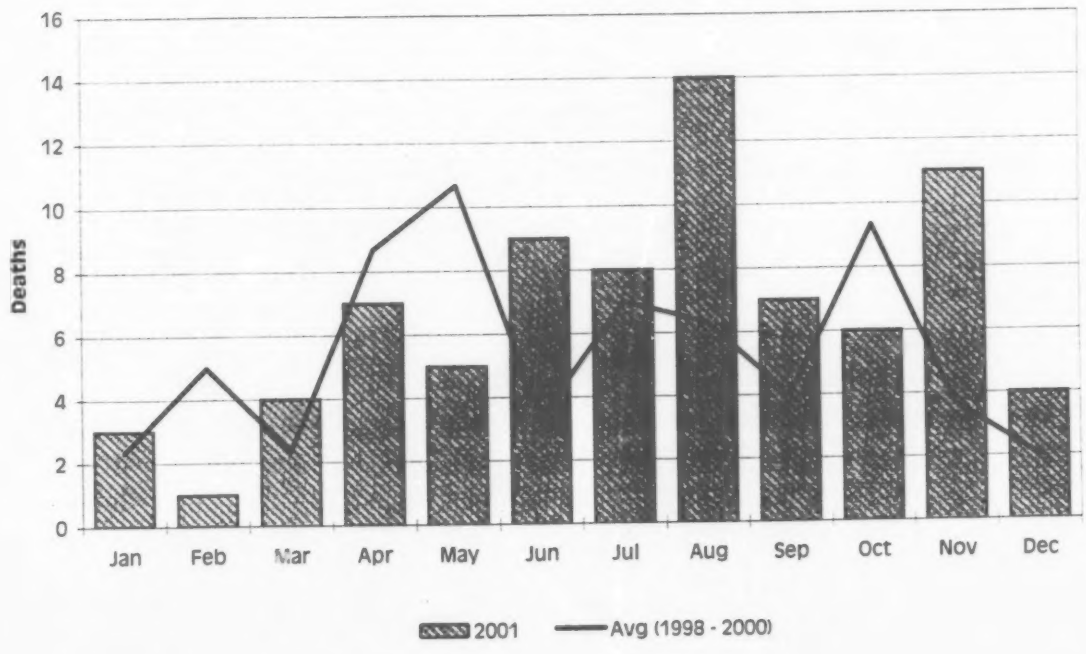


Deaths Due to Alcohol-Involved Collisions by Month and Year

Figure 10.5

Month	1996	1997	1998	1999	2000	Average 1998 - 2000	2001	% * Change
January	6	0	3	2	2	2.3	3	28.6
February	2	3	5	7	3	5.0	1	-80.0
March	4	3	2	4	1	2.3	4	71.4
April	2	3	9	11	6	8.7	7	-19.2
May	2	11	10	18	4	10.7	5	-53.1
June	5	6	1	5	4	3.3	9	170.0
July	3	1	5	8	8	7.0	8	14.3
August	10	3	9	6	4	6.3	14	121.1
September	9	5	2	4	6	4.0	7	75.0
October	3	5	7	14	7	9.3	6	-35.7
November	0	4	4	5	2	3.7	11	200.0
December	2	11	4	2	0	2.0	4	100.0
Totals	**48**	**55**	**61**	**86**	**47**	**64.7**	**79**	**22.2**

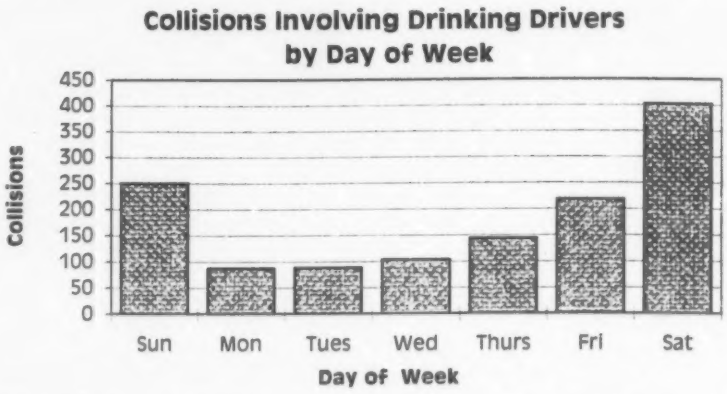
Deaths Due to Alcohol-Involved Collisions by Month



Collisions Involving Drinking Drivers by Day of Week

Figure 10.6

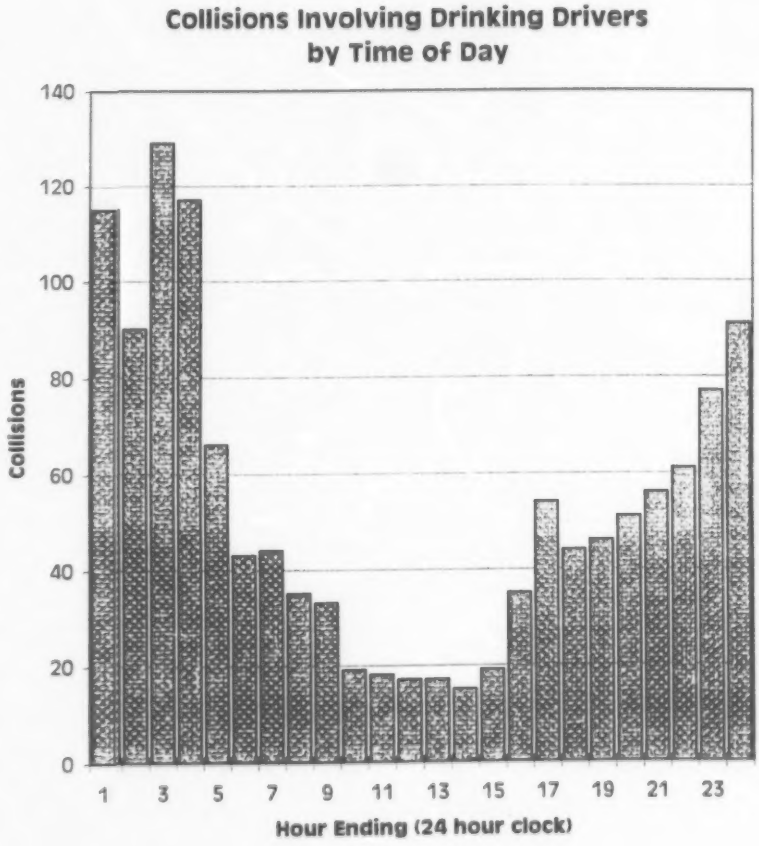
Day Of The Week	Collisions
Sunday	250
Monday	87
Tuesday	88
Wednesday	103
Thursday	144
Friday	218
Saturday	402
TOTAL	**1292**



Collisions Involving Drinking Drivers by Time of Day

Figure 10.7

Time of Day	
12 TO 1 AM	115
1 TO 2 AM	90
2 TO 3 AM	129
3 TO 4 AM	117
4 TO 5 AM	66
5 TO 6 AM	43
6 TO 7 AM	44
7 TO 8 AM	35
8 TO 9 AM	33
9 TO 10 AM	19
10 TO 11 AM	18
11 TO 12 Noon	17
12 TO 1 PM	17
1 TO 2 PM	15
2 TO 3 PM	19
3 TO 4 PM	35
4 TO 5 PM	54
5 TO 6 PM	44
6 TO 7 PM	46
7 TO 8 PM	51
8 TO 9 PM	56
9 TO 10 PM	61
10 TO 11 PM	77
11 TO 12 Midnight	91
TOTAL	**1292**



Collisions Involving a Drinking Driver

Figure 10.8

	Number of Collisions				Number of Victims		
Year	Property Damage	Personal Injury	Fatal	Total	Injured	Killed	Total
1982	2,626	1,088	76	3,790	1,933	92	2,025
1983	2,470	1,053	73	3,596	1,804	97	1,901
1984	2,083	984	71	3,138	1,678	84	1,762
1985	1,774	891	68	2,733	1,548	77	1,625
1986	1,844	884	95	2,823	1,559	113	1,672
1987	1,957	985	94	3,036	1,733	123	1,856
1988	1,694	868	63	2,625	1,502	81	1,583
1989	1,497	723	68	2,288	1,247	76	1,323
1990	1,263	604	57	1,924	1,033	64	1,097
1991	1,344	685	71	2,100	1,192	82	1,274
1992	1,197	662	52	1,911	1,242	61	1,303
1993	960	632	53	1,645	1,105	64	1,169
1994	966	636	46	1,648	1,123	51	1,174
1995	978	542	53	1,573	973	58	1,031
1996	765	491	35	1,291	885	44	929
1997	828	548	43	1,419	1,033	52	1,085
1998	889	550	47	1,486	993	56	1,049
1999	847	526	61	1,434	955	83	1,038
2000	790	519	35	1,344	908	43	951
2001	792	437	63	1,292	797	74	871

Collisions Involving Pedestrians or Cyclists That Had Been Drinking

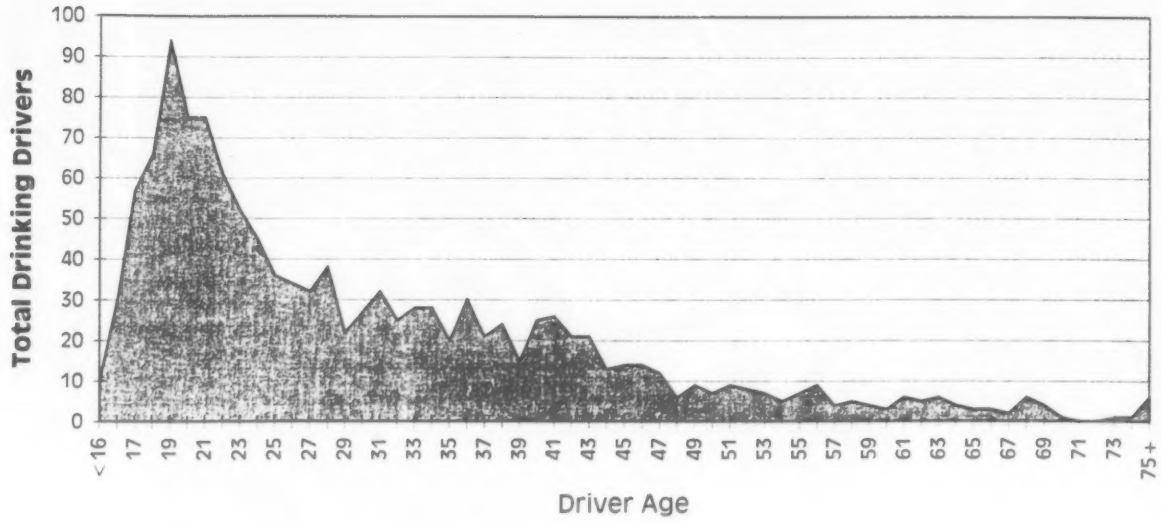
Figure 10.9

	Number of Collisions				Number of Victims		
Year	Property Damage	Personal Injury	Fatal	Total	Injured	Killed	Total
1982	0	0	0	0	0	0	0
1983	0	0	0	0	0	0	0
1984	0	0	0	0	0	0	0
1985	0	0	0	0	0	0	0
1986	0	0	0	0	0	0	0
1987	0	0	0	0	0	0	0
1988	0	9	0	9	9	0	9
1989	1	5	0	6	5	0	5
1990	1	2	0	3	3	1	4
1991	0	26	13	39	30	13	43
1992	0	26	3	29	26	3	29
1993	1	26	8	35	28	8	36
1994	0	22	10	32	23	10	33
1995	2	18	3	23	20	3	23
1996	1	13	4	18	13	4	17
1997	2	16	5	23	17	5	22
1998	2	14	7	23	17	7	24
1999	3	25	5	33	26	5	31
2000	0	22	5	27	23	5	28
2001	1	18	7	26	22	7	29

Pedestrian contributing factors were not recorded prior to 1991 and cyclist statistics are not available prior to 1988.

2001 Drinking Drivers by Driver Age

Figure 10.10



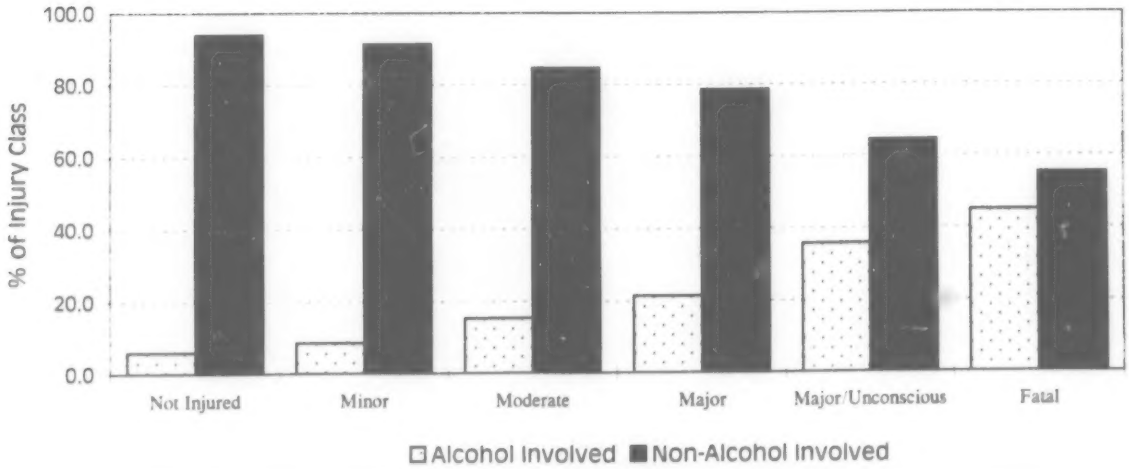
2001 Injury Classification In Casualty Collisions by Alcohol Involvement

Figure 10.11

Injury Classification	Drinking Driver Yes	Drinking Driver No	Totals	% with Alcohol
Not Injured	238	3,732	3,970	6.0
Minor	397	4,223	4,620	8.6
Moderate	271	1,496	1,767	15.3
Major	99	363	462	21.4
Major/Unconscious	30	54	84	35.7
Fatal	74	91	165	44.8
Total	**1,109**	**9,959**	**11,068**	**10.0**

Figure 10.12

Injury Class by Alcohol Involvement



2001 Drinking Drivers by Gender and Severity of Collision

Figure 10.13

Driver Gender					Collision Severity			
Age	Male	Female	Not Stated	Total	PD* Only	Personal Injury	Fatal	Total
<16	8	2	0	10	5	4	1	10
16	20	10	0	30	15	15	0	30
17	44	13	0	57	31	25	1	57
18	49	17	0	66	38	23	5	66
19	86	8	0	94	60	33	1	94
20	61	14	0	75	45	26	4	75
21	69	6	0	75	41	29	5	75
22	50	11	0	61	39	21	1	61
23	48	4	0	52	30	18	4	52
24	38	7	0	45	31	14	0	45
25	31	5	0	36	23	12	1	36
26	30	4	0	34	20	12	2	34
27	24	8	0	32	18	11	3	32
28	29	9	0	38	22	15	1	38
29	18	4	0	22	16	5	1	22
30	22	5	0	27	18	9	0	27
31	23	9	0	32	12	17	3	32
32	18	7	0	25	14	10	1	25
33	22	6	0	28	17	10	1	28
34	20	8	0	28	18	8	2	28
35	15	5	0	20	13	6	1	20
36	25	5	0	30	15	15	0	30
37	16	5	0	21	16	4	1	21
38	20	4	0	24	19	3	2	24
39	10	5	0	15	10	4	1	15
40	22	3	0	25	17	7	1	25
41	18	8	0	26	18	8	0	26
42	17	4	0	21	14	6	1	21
43	18	3	0	21	10	11	0	21
44	12	1	0	13	8	4	1	13
45	9	5	0	14	7	6	1	14
46	9	5	0	14	10	4	0	14
47	10	2	0	12	6	4	2	12
48	5	1	0	6	3	3	0	6
49	9	0	0	9	8	0	1	9
50	7	0	0	7	6	1	0	7
51	6	3	0	9	3	4	2	9
52	6	2	0	8	5	2	1	8
53	4	3	0	7	3	4	0	7
54	3	2	0	5	4	1	0	5
55	7	0	0	7	6	0	1	7
56	8	1	0	9	4	2	3	9
57	4	0	0	4	3	1	0	4
58	4	1	0	5	5	0	0	5
59	3	1	0	4	3	1	0	4
60	3	0	0	3	2	1	0	3
61	5	1	0	6	4	1	1	6
62	4	1	0	5	4	1	0	5
63	6	0	0	6	3	3	0	6
64	4	0	0	4	2	1	1	4
65	2	1	0	3	1	1	1	3
66	3	0	0	3	3	0	0	3
67	2	0	0	2	1	1	0	2
68	6	0	0	6	3	1	2	6
69	4	0	0	4	4	0	0	4
70	1	0	0	1	1	0	0	1
71	0	0	0	0	0	0	0	0
72	0	0	0	0	0	0	0	0
73	1	0	0	1	1	0	0	1
74	1	0	0	1	1	0	0	1
75	0	0	0	0	0	0	0	0
76	1	0	0	1	1	0	0	1
77	2	0	0	2	2	0	0	2
78	0	0	0	0	0	0	0	0
79	0	0	0	0	0	0	0	0
80	0	0	0	0	0	0	0	0
81	0	0	0	0	0	0	0	0
82	1	0	0	1	1	0	0	1
83	1	0	0	1	1	0	0	1
84	1	0	0	1	0	1	0	1
85	0	0	0	0	0	0	0	0
86	0	0	0	0	0	0	0	0
87	0	0	0	0	0	0	0	0
88	0	0	0	0	0	0	0	0
89	0	0	0	0	0	0	0	0
90	0	0	0	0	0	0	0	0
91 +	0	0	0	0	0	0	0	0
NS **	6	1	47	54	35	16	3	54
Total	**1,031**	**230**	**47**	**1,308**	**799**	**445**	**64**	**1,308**

*PD Only = Property Damage Only Collision

** NS is where the driver age is not stated

Drinking Drivers In Collisions by Gender by Year

Figure 10.14

	1999				2000				2001			
Age	Male	Female	Null	Total	Male	Female	Null	Total	Male	Female	Null	Total
<16	7	5	0	12	5	3	0	8	8	2	0	10
16	35	10	0	45	39	10	0	49	20	10	0	30
17	41	14	0	55	46	10	0	56	44	13	0	57
18	92	11	0	103	61	17	0	78	49	17	0	66
19	91	11	1	103	87	20	0	107	86	8	0	94
20	79	11	0	90	71	13	0	84	61	14	0	75
21	63	10	0	73	43	7	0	50	69	6	0	75
22	44	6	0	50	50	10	0	60	50	11	0	61
23	44	8	1	53	36	6	0	42	48	4	0	52
24	50	8	0	58	26	6	0	32	38	7	0	45
25 - 34	260	69	4	333	219	74	0	293	237	65	0	302
35 - 44	200	56	2	258	208	59	0	267	173	43	0	216
45 - 54	75	22	0	97	86	12	0	98	68	23	0	91
55 - 64	47	4	0	51	48	6	0	54	48	5	0	53
65 - 74	23	3	0	26	22	4	0	26	20	1	0	21
75 >	3	0	0	3	3	2	0	5	6	0	0	6
NS *	6	1	37	44	9	2	42	53	6	1	47	54
Total	1,160	249	45	1,454	1,059	261	42	1,362	1,031	230	47	1,308

Drinking Drivers in Collisions by Collision Severity by Year

Figure 10.15

	1999				2000				2001			
Age	Property Damage	Personal Injury	Fatal	Total	Property Damage	Personal Injury	Fatal	Total	Property Damage	Personal Injury	Fatal	Total
<16	9	2	1	12	3	5	0	8	5	4	1	10
16	26	16	3	45	25	23	1	49	15	15	0	30
17	33	18	4	55	39	15	2	56	31	25	1	57
18	54	45	4	103	46	31	1	78	38	23	5	66
19	65	37	1	103	56	48	3	107	60	33	1	94
20	55	33	2	90	56	24	4	84	45	26	4	75
21	39	31	3	73	28	21	1	50	41	29	5	75
22	29	19	2	50	42	18	0	60	39	21	1	61
23	34	18	1	53	24	18	0	42	30	18	4	52
24	31	26	1	58	16	13	3	32	31	14	0	45
25 - 34	189	125	19	333	173	113	7	293	178	109	15	302
35 - 44	155	95	8	258	143	116	8	267	140	68	8	216
45 - 54	56	34	7	97	59	38	1	98	55	29	7	91
55 - 64	27	20	4	51	32	19	3	54	36	11	6	53
65 - 74	19	4	3	26	18	8	0	26	15	3	3	21
75 >	1	2	0	3	3	2	0	5	5	1	0	6
NS *	30	13	1	44	39	12	2	53	35	16	3	54
Total	852	538	64	1,454	802	524	36	1,362	799	445	64	1,308

* NS is where the driver age not stated.

Traffic Collision Statistics

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Traffic Collision Statistics

Figure 11.1 is a detailed summary of all provincial highways in the province. The length of each section of highway, along with the average daily traffic on that section, is used to calculate travel (kilometres in millions) and a collision rate (collisions per million vehicle kilometres) for each section.

Figures 11.3 and 11.4 summarize collisions by community, and Figure 11.5 shows a similar summary by rural municipality. Collision rates are calculated based on populations, as well as travel, where applicable.

2001 Quick Facts:

- The collision rate for all provincial highways is 0.71 collisions per million vehicle kilometres (Mvkm).
- The average number of collisions per 100 people for communities with a population:
  - of 5,000 or more is 2.90
  - of 250 to 4,999 is 0.96
  - under 250 is 0.50
- Regina and Saskatoon combined account for 39 per cent of the province's population and 47.1 per cent of the collisions.
- Regina recorded 5,725 collisions, 1,589 injuries and two deaths in 2001.
- Saskatoon recorded 7,244 collisions, 1,321 injuries and eight deaths in 2001.
- Alcohol was a factor in 683 traffic collisions in Saskatchewan cities during 2001.
- The collision rates for all rural municipalities are 1.96 collisions per 100 people and 1.40 collisions per million vehicle kilometres.

2001 Traffic Collision Statistics by Highway Control Section

Figure 11.1

Control Section	Location	Length in Km's	ADT (veh/d)	Total Travel MvKm	Collisions				Acc/ MvKm	Persons	
					Property Damage	Personal Injury	Fatal	Total		Injured	Killed
1-01	Manitoba Border - Moosomin	19.9	3,372	24.52	8	0	0	8	0.33	0	0
1-02	Moosomin - Whitewood	46.9	2,894	49.52	21	8	1	30	0.61	19	1
1-03	Whitewood - Broadview	23.9	3,198	27.84	8	7	0	15	0.54	11	0
1-04	Broadview - Grenfell	24.8	3,036	27.51	16	4	1	21	0.76	5	1
1-05	Grenfell - Indian Head	57.2	3,836	80.10	34	13	4	51	0.64	26	4
1-06	Indian Head - Qu'Appelle	13.8	3,934	19.86	6	3	0	9	0.45	5	0
1-07	Qu'Appelle - Balgonie	30.2	4,527	49.95	14	7	1	22	0.44	12	1
1-08	Balgonie - Regina	21.1	12,537	96.46	35	12	0	47	0.49	14	0
1-10	Regina - Jct Hwy 39	56.6	8,857	182.85	62	23	1	86	0.47	29	1
1-11	Jct Hwy 39- Moose Jaw	4.8	8,531	14.98	4	3	0	7	0.47	3	0
1-12	Moose Jaw - N Jct Hwy 2	5.5	5,703	11.53	2	2	0	4	0.35	6	0
1-13	N Jct Hwy 2 - Mortlach	45.3	5,383	88.99	11	14	0	25	0.28	23	0
1-14	Mortlach - Chaplin	36.0	3,860	50.75	16	11	0	27	0.53	19	0
1-15	Chaplin - W Jct Hwy 19	25.6	3,535	33.01	13	3	0	16	0.48	5	0
1-16	W Jct Hwy 19 - Rush Lake	32.6	3,819	45.50	10	5	0	15	0.33	7	0
1-17	Rush Lake - Swift Current	30.6	4,364	48.66	9	1	0	10	0.21	2	0
1-18	Swift Current - Jct Hwy 32	9.3	7,119	24.09	16	5	1	22	0.91	7	1
1-19	Jct Hwy 32 - Gull Lake	46.3	4,265	72.09	16	5	1	22	0.31	6	1
1-20	Gull Lake - Sidewood	34.3	3,757	46.97	19	12	1	32	0.68	20	1
1-21	Sidewood - Maple Creek	38.9	3,595	50.98	18	8	0	26	0.51	13	0
1-22	Maple Creek - Alberta Border	39.6	3,529	51.02	21	4	1	26	0.51	8	2
	Subtotal - Hwy 1	**643.1**		**1097.18**	**359**	**150**	**12**	**521**	**0.47**	**240**	**13**
2-01	U.S. Border - Rockglen	49.3	166	2.99	0	1	0	1	0.33	2	0
2-02	Rockglen - Assiniboia	54.1	576	11.37	6	0	0	6	0.53	0	0
2-03	Assiniboia - Jct Hwy 43	27.7	1,059	10.71	13	1	0	14	1.31	1	0
2-04	Jct Hwy 43 - Jct Hwy 36	44.4	975	15.79	8	1	0	9	0.57	1	0
2-05	Jct Hwy 36 - Moose Jaw S	26.9	1,605	15.77	9	5	0	14	0.89	8	0
2-06	Moose Jaw S - Moose Jaw N	6.9	3,490	8.75	5	3	0	8	0.91	3	0
2-07	Moose Jaw N - Tuxford	17.9	2,272	14.83	5	1	0	6	0.40	2	0
2-08	Tuxford - Chamberlain	33.3	1,276	15.49	5	7	0	12	0.77	13	0
2-09	Findlater - Liberty	33.6	488	5.98	2	1	0	3	0.50	1	0
2-10	Liberty - Imperial	29.3	570	6.09	3	2	0	5	0.82	2	0
2-11	Imperial - Watrous	36.0	1,149	15.07	5	2	0	7	0.46	2	0
2-12	Watrous - Young	23.1	1,031	8.67	8	2	0	10	1.15	3	0
2-13	Young - Jct Hwy 16	22.0	809	6.49	2	2	0	4	0.62	3	0
2-14	Jct Hwy 16 - S Jct Hwy 5	19.9	409	2.98	4	0	0	4	1.34	0	0
2-15	S Jct Hwy 5 - Jct Hwy 27	21.6	724	5.71	4	0	0	4	0.70	0	0
2-16	Jct Hwy 27 - Wakaw	35.3	18	0.23	9	1	0	10	43.91	1	0
2-17	Wakaw - St. Louis	32.9	11	0.13	9	5	0	14	104.57	5	0
2-18	St. Louis - Prince Albert	26.3	1,481	14.20	8	4	0	12	0.85	5	0
2-19	Prince Albert S - Jct Hwy 55	4.4	7,323	11.73	3	0	0	3	0.26	0	0
2-20	Jct Hwy 55 - Christopher Lake	37.2	4,077	55.34	14	8	1	23	0.42	24	5
2-21	Christopher Lake - Jct Hwy 264	37.0	1,304	17.62	6	2	0	8	0.45	2	0
2-22	Jct Hwy 264 - Weyakwin Lake	45.7	827	13.80	4	2	0	6	0.43	2	0
2-23	Weyakwin Lake - Jct Hwy 165	85.7	639	19.99	7	1	0	8	0.40	2	0
2-24	Jct Hwy 165 - La Ronge	32.4	963	11.39	6	4	0	10	0.88	5	0
	Subtotal - Hwy 2	**782.5**		**291.10**	**145**	**55**	**1**	**201**	**0.69**	**87**	**5**
3-01	Manitoba Border - Erwood	35.4	153	1.97	5	1	0	6	3.04	1	0
3-02	Erwood - Hudson Bay	14.7	526	2.82	2	0	0	2	0.71	0	0
3-03	Hudson Bay - Prairie River	40.9	574	8.58	19	1	0	20	2.33	2	0
3-04	Prairie River - S Jct Hwy 23	53.3	536	10.43	13	1	0	14	1.34	1	0

2001 Traffic Collision Statistics by Highway Control Section

Figure 11.1

Control Section	Location	Length in Km's	ADT (veh/d)	Total Travel MvKm	Collisions				Acc/ MvKm	Persons	
					Property Damage	Personal Injury	Fatal	Total		Injured	Killed
3-05	S Jct Hwy 23 - Tisdale	21.4	2,060	16.09	4	0	0	4	0.25	0	0
3-06	Tisdale - Melfort	36.7	1,994	26.74	8	4	0	12	0.45	7	0
3-07	Melfort - Kinistino	29.1	1,673	17.78	2	2	0	4	0.22	6	0
3-08	Kinistino - Birch Hills	27.3	1,805	17.98	3	0	0	3	0.17	0	0
3-09	Birch Hills - Prince Albert	34.5	2,957	37.26	8	4	1	13	0.35	8	1
3-11	Prince Albert - Shellbrook	43.1	3,198	50.30	21	7	0	28	0.56	8	0
3-12	Shellbrook - Cameo	10.3	1,548	5.80	1	0	0	1	0.17	0	0
3-13	Cameo - Shell lake	46.6	727	12.36	15	2	1	18	1.46	8	1
3-14	Shell Lake - Spiritwood	24.6	902	8.10	8	1	0	9	1.11	1	0
3-15	Spiritwood - Glaslyn	55.5	621	12.58	18	0	0	18	1.43	0	0
3-16	Glaslyn - Turtleford	45.6	528	8.79	17	3	0	20	2.27	4	0
3-17	Jct Hwy 26 - N Sask. River	30.0	904	9.91	7	0	0	7	0.71	0	0
3-18	N Sask. River - Alberta Border	26.4	1,109	10.69	3	1	0	4	0.37	1	0
	Subtotal - Hwy 3	**575.5**		**258.20**	**154**	**27**	**2**	**183**	**0.71**	**47**	**2**
4-01	U.S. Border - Val Marie	31.3	122	1.39	2	1	0	3	2.15	1	0
4-02	Val Marie - Cadillac	54.7	204	4.08	4	0	0	4	0.98	0	0
4-03	Cadillac - Jct Hwy 43	26.3	533	5.11	3	0	0	3	0.59	0	0
4-04	Jct Hwy 43 - Swift Current	38.8	1,641	23.22	8	3	0	11	0.47	3	0
4-05	Swift Current - Sask. Landing	48.7	1,388	24.69	11	2	0	13	0.53	3	0
4-06	Sask. Landing - Sanctuary	41.7	981	14.92	12	0	0	12	0.80	0	0
4-07	Sanctuary - Elrose	23.5	837	7.19	6	1	0	7	0.97	2	0
4-08	Elrose - Rosetown	37.8	1,374	18.97	7	2	0	9	0.47	5	0
4-09	Rosetown - Jct Hwy 31	11.7	1,690	7.24	9	2	0	11	1.52	2	0
4-10	Jct Hwy 31 - Biggar	46.8	722	12.32	11	3	0	14	1.14	6	0
4-11	Biggar - Struan Grid	34.3	602	7.54	9	1	0	10	1.33	1	0
4-12	Struan Grid - Red Pheasant	20.9	462	3.52	1	0	0	1	0.28	0	0
4-13	Red Pheasant - Battleford	35.6	1,555	20.19	5	8	2	15	0.74	17	2
4-14	Battleford - Jct Hwy 26	21.1	5,206	40.15	8	2	0	10	0.25	3	0
4-15	Jct Hwy 26 - Cochin	17.3	2,188	13.77	0	3	0	3	0.22	5	0
4-16	Cochin - Glaslyn	29.6	1,310	14.13	12	3	0	15	1.06	5	0
4-17	Glaslyn - Meadow Lake	89.2	846	27.54	36	3	0	39	1.42	6	0
4-18	Meadow Lake - Jct Hwy 104	30.5	617	6.87	11	1	0	12	1.75	1	0
	Subtotal - Hwy 4	**639.6**		**252.86**	**155**	**35**	**2**	**192**	**0.76**	**60**	**2**
5-01	Togo - Kamsack	33.4	381	4.64	2	1	0	3	0.65	1	0
5-02	Kamsack - Canora	37.0	1,066	14.40	6	5	0	11	0.76	6	0
5-03	Canora - Invermay	54.7	704	14.05	6	0	0	6	0.43	0	0
5-04	Invermay - Wadena	46.5	679	11.53	7	2	0	9	0.78	5	0
5-05	Wadena - Watson	53.6	1,097	21.47	10	2	0	12	0.56	3	0
5-06	Watson - Humboldt	41.2	2,119	31.90	14	3	0	17	0.53	6	0
5-07	Humboldt - N Jct Hwy 2	43.2	2,119	33.43	8	9	0	17	0.51	14	0
5-08	S Jct 2 - Patience Lake	40.8	1,859	27.69	13	7	1	21	0.76	11	1
5-09	Patience Lake - Saskatoon	11.4	3,018	12.55	5	1	1	7	0.56	2	1
5-10	College Drive in Saskatoon	5.6	8,097	16.49	1	1	0	2	0.12	3	0
	Subtotal - Hwy 5	**367.5**		**188.14**	**72**	**31**	**2**	**105**	**0.56**	**51**	**2**
6-01	U.S. Border - Jct Hwy 18	16.4	407	2.44	1	0	0	1	0.41	0	0
6-02	Jct Hwy 18 - Jct Hwy 13	55.6	526	10.68	6	2	0	8	0.75	2	0
6-03	Jct Hwy 13 - S Jct Hwy 39	43.3	722	11.41	8	1	0	9	0.79	2	0
6-04	S Jct Hwy 39 - Regina South	38.1	3,210	44.62	14	8	0	22	0.49	16	0
6-05	Regina South - Regina North	2.4	10,890	9.66	3	1	1	5	0.52	4	2
6-06	Regina North - Piapot I.R.	26.4	2,868	27.60	23	5	0	28	1.01	9	0

2001 Traffic Collision Statistics by Highway Control Section

Figure 11.1

Control Section	Location	Length in Km's	ADT (veh/d)	Total Travel MvKm	Collisions				Acc/ MvKm	Persons	
					Property Damage	Personal Injury	Fatal	Total		Injured	Killed
6-07	Piapot I.R. - Southey	24.2	1,904	16.83	14	5	0	19	1.13	5	0
6-08	Southey - Raymore	54.1	1,226	24.23	15	6	0	21	0.87	8	0
6-09	Raymore - Dafoe	38.0	944	13.11	10	1	0	11	0.84	1	0
6-10	Dafoe - Watson	43.0	1,174	18.43	7	3	0	10	0.54	4	0
6-11	Watson - Naicam	32.8	1,076	12.88	7	3	0	10	0.78	4	0
6-12	Naicam - Silver Park	26.6	1,082	10.49	1	1	0	2	0.19	1	0
6-13	Silver Park - Melfort	25.2	1,451	13.33	5	3	0	8	0.60	5	0
6-14	Melfort - Gronlid	32.6	886	10.54	5	0	0	5	0.47	0	0
6-15	Gronlid - Choiceland	43.3	295	4.66	8	0	0	8	1.72	0	0
	Subtotal - Hwy 6	**502.1**		**230.92**	**127**	**39**	**1**	**167**	**0.72**	**61**	**2**
7-01	Saskatoon - Jct Hwy 60	6.3	7,776	17.74	5	2	0	7	0.39	4	0
7-02	Jct Hwy 60 - Delisle	30.4	4,234	47.02	21	3	0	24	0.51	7	0
7-03	Delisle - Harris	37.9	2,163	29.89	15	8	0	23	0.77	12	0
7-04	Harris - Rosetown	36.4	2,994	39.75	48	4	0	52	1.31	5	0
7-05	Rosetown - Brock	52.4	1,980	37.86	25	5	0	30	0.79	7	0
7-06	Brock - Kindersley	31.0	2,576	29.18	10	6	0	16	0.55	9	0
7-07	Kindersley - Jct Hwy 307	21.2	2,198	16.99	4	1	0	5	0.29	1	0
7-08	Jct Hwy 307 - Alsask	40.0	1,702	24.87	13	1	0	14	0.56	1	0
	Subtotal - Hwy 7	**255.5**		**243.31**	**141**	**30**	**0**	**171**	**0.70**	**46**	**0**
8-01	U.S. Border - Carievale	19.9	210	1.52	1	2	1	4	2.63	6	1
8-02	Carievale - Redvers	45.6	302	5.03	5	2	0	7	1.39	2	0
8-03	Redvers - Fairlight	34.0	249	3.10	3	2	0	5	1.61	3	0
8-04	Fairlight-Moosomin	29.9	459	5.01	8	0	0	8	1.60	0	0
8-05	Moosomin - Qu'Appelle River	40.5	723	10.69	24	2	0	26	2.43	4	0
8-06	Qu'Appelle River - Langenburg	41.9	447	6.83	11	0	0	11	1.61	0	0
8-07	Langenburg - Wroxton	47.4	145	2.51	4	1	0	5	1.99	1	0
8-08	Wroxton - Kamsack	39.5	401	5.78	8	3	0	11	1.90	4	0
8-09	Kamsack - Pelly	32.3	1,174	13.85	8	1	0	9	0.65	2	0
8-10	Pelly - Norquay	41.4	165	2.49	4	0	0	4	1.61	0	0
	Subtotal - Hwy 8	**372.5**		**56.82**	**76**	**13**	**1**	**90**	**1.58**	**22**	**1**
9-01	U.S. Border - Jct Hwy 18	26.3	288	2.76	3	0	0	3	1.09	0	0
9-02	Jct Hwy 18 - Carlyle	46.9	1,038	17.78	13	3	0	16	0.90	3	0
9-03	Carlyle - Jct Hwy 48	43.5	1,303	20.67	11	8	0	19	0.92	13	0
9-04	Jct Hwy 48 - Whitewood	36.5	666	8.87	18	5	0	23	2.59	11	0
9-05	Whitewood - Qu'Appelle River	19.6	753	5.38	2	0	0	2	0.37	0	0
9-06	Qu'Appelle River - Jct Hwy 22	36.5	879	11.72	15	2	0	17	1.45	2	0
9-07	Jct Hwy 22 - Jct Hwy 15	21.3	841	6.53	1	0	0	1	0.15	0	0
9-08	Jct Hwy 15 - Yorkton	34.0	1,263	15.69	20	10	0	30	1.91	15	0
9-09	Yorkton - Canora	46.2	2,888	48.72	37	11	1	49	1.01	25	1
9-10	Canora - Jct Hwy 49	27.7	1,230	12.41	6	1	0	7	0.56	1	0
9-11	Jct Hwy 49 - Preeceville	20.0	1,046	7.63	12	3	0	15	1.97	4	0
9-12	Preeceville - Usherville	31.0	543	6.14	8	0	0	8	1.30	0	0
9-13	Usherville - Bertwell	42.5	181	2.81	6	0	0	6	2.13	0	0
9-14	Bertwell - Hudson Bay	38.6	742	10.45	16	0	0	16	1.53	0	0
9-15	Hudson Bay - Manitoba Border	123.1	101	4.52	12	6	0	18	3.98	8	0
	Subtotal - Hwy 9	**593.5**		**182.07**	**180**	**49**	**1**	**230**	**1.26**	**82**	**1**
10-01	Manitoba Border - Wroxton	25.0	721	6.56	8	3	0	11	1.68	3	0
10-02	Wroxton - Yorkton	38.3	1,473	20.59	23	1	0	24	1.17	1	0
10-03	Yorkton - Melville	41.9	2,588	39.55	17	6	0	23	0.58	7	0

2001 Traffic Collision Statistics by Highway Control Section

Figure 11.1

Control Section	Location	Length in Km's	ADT (veh/d)	Total Travel MvKm	Collisions				Acc/ MvKm	Persons	
					Property Damage	Personal Injury	Fatal	Total		Injured	Killed
10-04	Melville - Jct Hwy 22	46.2	1,657	27.92	5	4	0	9	0.32	10	0
10-05	Jct Hwy 22 - Fort Qu'Appelle	26.0	2,553	24.24	17	6	0	23	0.95	9	0
10-06	Fort Qu'Appelle - Balgonie	46.5	3,694	62.68	37	9	1	47	0.75	17	1
	Subtotal - Hwy 10	**223.8**		**181.55**	**107**	**29**	**1**	**137**	**0.75**	**47**	**1**
11-01	Regina - Lumsden	25.9	9,615	90.93	26	15	0	41	0.45	18	0
11-02	Lumsden - Bethune	25.9	4,842	45.84	20	3	1	24	0.52	3	1
11-03	Bethune - E Jct Hwy 2	19.2	3,874	27.19	8	1	0	9	0.33	2	0
11-04	E Jct Hwy 2 - Aylesbury	24.7	3,973	35.76	10	4	0	14	0.39	5	0
11-05	Aylesbury - Davidson	45.4	4,036	66.80	19	8	1	28	0.42	11	1
11-06	Davidson - Kenaston	32.1	3,837	44.91	12	4	0	16	0.36	8	0
11-07	Kenaston - Dundurn	38.9	4,626	65.70	18	4	0	22	0.33	4	0
11-08	Dundurn - Saskatoon	32.3	6,074	71.56	38	6	2	46	0.64	6	3
11-10	Saskatoon - Warman	18.1	8,381	55.27	17	2	0	19	0.34	3	0
11-11	Warman - Rosthern	43.2	4,462	70.33	17	10	2	29	0.41	21	2
11-12	Rosthern - Duck Lake	18.1	3,069	20.30	7	0	0	7	0.34	0	0
11-13	Duck Lake - Prince Albert	49.0	3,159	56.46	15	7	0	22	0.39	11	0
	Subtotal - Hwy 11	**372.7**		**651.06**	**207**	**64**	**6**	**277**	**0.43**	**92**	**7**
12-01	Jct Hwy 11 - Hepburn	36.4	3,967	52.65	26	4	1	31	0.59	9	1
12-02	Hepburn - Blaine Lake	38.2	1,279	17.83	23	2	1	26	1.46	2	1
12-03	Blaine Lake - Big Grass Lake	39.1	451	6.44	9	1	0	10	1.55	1	0
12-04	Big Grass Lake - Shell Lake	21.0	446	3.42	5	0	0	5	1.46	0	0
	Subtotal - Hwy 12	**134.7**		**80.34**	**63**	**7**	**2**	**72**	**0.90**	**12**	**2**
13-01	Manitoba Border - Redvers	19.7	660	4.75	1	1	0	2	0.42	1	0
13-02	Redvers - Carlyle	42.3	1,078	16.66	10	3	0	13	0.78	7	0
13-03	Carlyle - Stoughton	54.5	1,369	27.22	33	1	0	34	1.25	3	0
13-04	Stoughton - Griffin	31.0	783	8.86	14	0	0	14	1.58	0	0
13-05	Griffin - Weyburn	27.6	1,070	10.77	10	5	0	15	1.39	5	0
13-06	Weyburn - Jct Hwy 28	31.1	892	10.11	8	4	0	12	1.19	5	0
13-07	Jct Hwy 28 - Jct Hwy 6	22.8	507	4.23	4	0	0	4	0.95	0	0
13-08	Jct Hwy 6 - Jct Hwy 34	39.8	579	8.41	4	2	0	6	0.71	2	0
13-09	Jct Hwy 34 - Jct Hwy 36	30.6	268	2.99	0	0	0	0	0.00	0	0
13-10	Jct Hwy 36 - Assiniboia	36.5	480	6.40	5	2	0	7	1.09	2	0
13-11	Assiniboia - Lafleche	42.6	588	9.14	14	1	0	15	1.64	1	0
13-12	Lafleche - Kincaid	32.3	571	6.73	3	0	1	4	0.59	4	1
13-13	Kincaid - Cadillac	54.9	425	8.52	6	4	0	10	1.17	4	0
13-14	Cadillac - Jct Hwy 37	49.5	296	5.34	6	1	0	7	1.31	1	0
13-15	Shaunavon - Eastend	34.3	544	6.81	5	0	0	5	0.73	0	0
13-16	Eastend - E Jct Hwy 21	52.5	218	4.18	5	2	0	7	1.67	2	0
13-17	E Jct Hwy 21 - Govanlock	44.1	135	2.18	2	0	0	2	0.92	0	0
13-18	Govanlock - Alberta Border	14.5	45	0.24	0	0	0	0	0.00	0	0
	Subtotal - Hwy 13	**660.6**		**143.55**	**130**	**26**	**1**	**157**	**1.09**	**37**	**1**
14-12	Saskatoon - Asquith	34.1	2,634	32.74	13	7	1	21	0.64	12	1
14-13	Asquith - Perdue	22.7	1,690	14.00	10	2	0	12	0.86	2	0
14-14	Perdue - Biggar	31.6	1,567	18.06	14	4	1	19	1.05	9	1
14-15	Biggar - Landis	35.6	894	11.62	12	0	0	12	1.03	0	0
14-16	Landis - Wilkie	31.5	1,238	14.22	3	1	0	4	0.28	1	0
14-17	Wilkie - Unity	30.3	1,364	15.07	4	1	0	5	0.33	2	0
14-18	Unity - Salvador Grid	29.2	1,081	11.51	6	1	0	7	0.61	2	0

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Control Section	Location	Length in Km's	ADT (veh/d)	Total Travel MvKm	Collisions				Acc/ MvKm	Persons	
					Property Damage	Personal Injury	Fatal	Total		Injured	Killed
14-19	Salvador Grid - Alberta Border	33.8	1,044	12.88	5	0	0	5	0.39	0	0
	Subtotal - Hwy 14	**33.8**	**942**	**130.09**	**67**	**16**	**2**	**85**	**0.65**	**28**	**2**
15-02	Bredenbury - Jct Hwy 9	32.9	259	3.12	7	1	0	8	2.57	3	0
15-03	Jct Hwy 9 - Melville	25.5	677	6.29	3	1	1	5	0.79	3	4
15-04	Melville - Jct Hwy 52	58.7	628	13.46	3	1	0	4	0.30	1	0
15-05	Jct Hwy 52 - Leross	26.5	570	5.51	0	1	0	1	0.18	2	0
15-06	Leross - Raymore	51.9	605	11.45	4	4	0	8	0.70	15	0
15-07	Raymore - S Jct Hwy 20	32.7	329	3.93	3	1	0	4	1.02	1	0
15-08	Nokomis - Jct Hwy 2	31.0	234	2.65	1	0	0	1	0.38	0	0
15-09	Jct Hwy 2 - Kenaston	56.6	324	6.70	6	3	0	9	1.34	4	0
15-10	Kenaston - Jct Hwy 19	22.8	612	5.09	3	0	1	4	0.79	1	1
15-11	Jct Hwy 19 - Outlook	36.2	913	12.05	12	1	0	13	1.08	4	0
15-12	Outlook - Milden	27.8	1,115	11.32	10	2	0	12	1.06	2	0
15-13	Milden - Rosetown	36.3	683	9.04	5	0	0	5	0.55	0	0
	Subtotal - Hwy 15	**438.8**		**90.60**	**57**	**15**	**2**	**74**	**0.82**	**36**	**5**
16-11	Manitoba Border - Churchbridge	29.5	1,741	18.78	18	2	0	20	1.07	7	0
16-12	Churchbridge - Yorkton	52.7	2,460	47.29	34	4	2	40	0.85	8	4
16-13	Yorkton - Springside	22.0	2,766	22.24	10	1	0	11	0.49	1	0
16-14	Springside - Insinger	31.0	1,742	19.74	2	0	0	2	0.10	0	0
16-15	Insinger - Tuffnell	22.6	1,566	12.89	5	3	0	8	0.62	4	0
16-16	Tuffnell - Elfros	38.0	1,712	23.75	10	4	0	14	0.59	5	0
16-17	Elfros - Dafoe	49.0	2,289	40.94	10	9	0	19	0.46	17	0
16-18	Dafoe - Guernsey	41.4	2,253	34.03	18	0	0	18	0.53	0	0
16-19	Guernsey - Jct Hwy 2	44.7	2,025	33.05	14	0	0	14	0.42	0	0
16-20	Jct Hwy 2 - Saskatoon	63.5	3,983	92.30	17	7	0	24	0.26	8	0
16-23	Jct Hwy 11 - North Sask. River	41.3	5,569	83.86	16	10	0	26	0.31	13	0
16-24	North Sask. River - Radisson	19.3	4,059	28.53	21	3	1	25	0.88	3	1
16-25	Radisson - Denholm	48.4	3,720	65.72	11	3	0	14	0.21	3	0
16-26	Denholm - North Battleford	23.4	4,573	39.03	2	3	0	5	0.13	3	0
16-27	North Battleford - Bresaylor	41.5	3,301	49.97	6	5	0	11	0.22	18	0
16-28	Bresaylor - Maidstone	38.9	2,968	42.17	9	1	1	11	0.26	3	1
16-29	Maidstone - Marshall	36.8	4,112	55.17	11	5	0	16	0.29	8	0
16-30	Marshall - Lloydminster	17.4	6,540	41.63	11	8	0	19	0.46	11	0
	Subtotal - Hwy 16	**661.3**		**751.09**	**225**	**68**	**4**	**297**	**0.40**	**112**	**6**
17-03	Macklin - Alberta Border	57.0	749	15.60	4	0	0	4	0.26	0	0
17-04	Jct Hwy 14 (Alta) - Lone Rock	24.2	1,786	15.79	3	1	0	4	0.25	1	0
17-05	Alberta Border - Lloydminster	23.0	2,762	23.17	2	5	0	7	0.30	8	0
17-06	Lloydminster - Jct Hwy 3	24.7	3,325	29.97	8	4	0	12	0.40	4	0
17-07	Jct Hwy 3 - N Sask. River	10.7	938	3.66	3	0	0	3	0.82	0	0
17-08	N Sask. River - Onion Lake	12.7	1,276	5.90	0	1	0	1	0.17	1	0
	Subtotal - Hwy 17	**152.3**		**94.08**	**20**	**11**	**0**	**31**	**0.33**	**14**	**0**
18-01	Manitoba Border - Carievale	19.6	608	4.34	2	0	0	2	0.46	0	0
18-02	Carievale - Jct Hwy 9	48.1	1,314	23.05	21	7	0	28	1.21	9	0
18-03	Jct Hwy 9 - Bienfait	44.1	1,574	25.35	18	4	0	22	0.87	4	0
18-04	Estevan - Torquay	38.3	702	9.79	4	0	0	4	0.41	0	0
18-05	Torquay - Oungre	22.8	361	3.00	1	2	0	3	1.00	2	0
18-06	Oungre - Lake Alma	29.3	273	2.92	6	0	0	6	2.06	0	0
18-07	Lake Alma - N Jct Hwy 6	28.0	293	2.99	2	0	0	2	0.67	0	0
18-08	S Jct Hwy 6 - Big Beaver	48.3	98	1.72	0	0	0	0	0.00	0	0

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Control Section	Location	Length in Km's	ADT (veh/d)	Total Travel MvKm	Collisions				Acc/ MvKm	Persons	
					Property Damage	Personal Injury	Fatal	Total		Injured	Killed
18-09	Big Beaver - E Jct Hwy 36	19.9	279	2.02	5	0	0	5	2.47	0	0
18-10	W Jct Hwy 36 - Rockglen	23.7	254	2.20	3	1	0	4	1.82	1	0
18-11	Rockglen - Wood Mountain	32.1	75	0.88	5	0	0	5	5.67	0	0
18-12	Wood Mountain - Jct Hwy 19	52.4	168	3.22	2	0	0	2	0.62	0	0
18-13	Jct Hwy 19 - Ponteix Grid	37.0	180	2.43	0	0	0	0	0.00	0	0
18-14	Ponteix Grid - Val Marie	35.7	92	1.20	1	0	0	1	0.83	0	0
18-15	S Jct Hwy 4 - Climax	42.2	151	2.33	3	1	0	4	1.72	1	0
18-16	Climax - Divide	65.7	123	2.95	8	1	0	9	3.06	2	0
18-17	Divide - Robsart	31.0	42	0.47	1	1	0	2	4.25	1	0
	Subtotal - Hwy 18	**617.9**		**90.87**	**82**	**17**	**0**	**99**	**1.09**	**20**	**0**
19-01	Jct Hwy 18 - Kincaid	26.3	440	4.22	3	0	0	3	0.71	0	0
19-02	Kincaid - S Jct Hwy 43	24.8	123	1.11	2	0	0	2	1.80	0	0
19-03	S Jct Hwy 43 - Jct Hwy 1	60.0	336	7.37	4	0	0	4	0.54	0	0
19-04	Chaplin - Central Butte	43.4	290	4.60	5	0	0	5	1.09	0	0
19-05	E Jct Hwy 42 - Elbow	40.6	207	3.07	12	0	0	12	3.91	0	0
19-06	Elbow - Jct Hwy 19	42.2	350	5.38	4	1	0	5	0.93	2	0
	Subtotal - Hwy 19	**237.3**		**25.75**	**30**	**1**	**0**	**31**	**1.20**	**2**	**0**
20-01	Lumsden - Jct Hwy 22	36.6	1,275	17.01	17	3	0	20	1.18	3	0
20-02	Jct Hwy 22 - Jct Hwy 15	55.3	606	12.22	13	0	0	13	1.06	0	0
20-03	Jct Hwy 15 - W Jct Hwy 16	47.6	555	9.64	6	1	0	7	0.73	1	0
20-04	W Jct Hwy 16 - Humboldt	37.3	767	10.44	7	3	0	10	0.96	6	0
20-05	Humboldt - Pilger	33.5	653	7.99	8	1	0	9	1.13	1	0
20-06	Pilger - Crystal Springs	44.9	251	4.12	3	3	0	6	1.45	4	0
20-07	Crystal Springs - Jct Hwy 3	22.6	320	2.65	2	1	0	3	1.13	2	0
	Subtotal - Hwy 20	**277.8**		**64.07**	**56**	**12**	**0**	**68**	**1.06**	**17**	**0**
21-01	U.S. Border - Govenlock	29.5	51	0.55	0	0	0	0	0.00	0	0
21-03	Jct Hwy 13 - Cypress Hills	34.4	304	3.81	4	1	0	5	1.31	1	0
21-04	Cypress Hills - Maple Creek	27.5	565	5.67	13	3	0	16	2.82	4	0
21-05	Maple Creek - Jct Hwy 1	8.3	1,889	5.70	5	0	0	5	0.88	0	0
21-06	Jct Hwy 1 - Fox Valley	52.8	463	8.91	5	0	0	5	0.56	0	0
21-07	Fox Valley - Leader	50.1	457	8.37	3	1	0	4	0.48	1	0
21-08	Leader - Eatonia	40.3	2,101	30.90	13	1	0	14	0.45	2	0
21-09	Glidden - Kindersley	26.2	944	9.02	3	1	0	4	0.44	1	0
21-10	Kindersley - Jct Hwy 31	36.0	1,428	18.76	3	5	0	8	0.43	8	0
21-11	Jct Hwy 31 - Kerrobert	13.6	980	4.86	0	0	0	0	0.00	0	0
21-12	Kerrobert - Unity	59.3	540	11.69	4	0	0	4	0.34	0	0
21-13	Unity - E Jct Hwy 40	35.7	400	5.21	2	0	0	2	0.38	0	0
21-14	W Jct Hwy 40 - Maidstone	37.8	272	3.75	6	2	0	8	2.13	2	0
21-15	Maidstone - E Jct Hwy 3	54.1	649	12.82	8	2	0	10	0.78	3	0
21-16	Paradise Hill - Peck Lake	36.7	194	2.60	7	0	0	7	2.69	0	0
21-17	Peck Lake - Ministikwan Lake	21.3	97	0.76	1	0	0	1	1.32	0	0
21-18	Ministikwan Lake - Pierceland	43.7	214	3.41	9	2	0	11	3.23	3	0
21-19	Pierceland - Northern Pine	22.2	120	0.97	4	0	0	4	4.12	0	0
	Subtotal - Hwy 21	**629.2**		**137.77**	**90**	**18**	**0**	**108**	**0.78**	**25**	**0**
22-01	Man. Border - S Jct Hwy 8	13.1	115	0.55	1	0	0	1	1.82	0	0
22-02	S Jct Hwy 8 - Stockholm	40.8	912	13.58	27	1	2	30	2.21	4	3
22-03	N Jct Hwy 9 - Jct Hwy 47	24.6	199	1.79	2	1	0	3	1.67	1	0
22-04	Killaly - Jct Hwy 10	51.8	387	7.31	4	2	0	6	0.82	4	0

2001 Traffic Collision Statistics by Highway Control Section

Figure 11.1

Control Section	Location	Length in Km's	ADT (veh/d)	Total Travel MvKm	Collisions				Acc/ MvKm	Persons	
					Property Damage	Personal Injury	Fatal	Total		Injured	Killed
22-05	Lipton - Southey	50.9	528	9.80	5	3	1	9	0.92	8	1
22-06	Southey - Jct Hwy 20	26.6	424	4.12	10	0	0	10	2.43	0	0
	Subtotal - Hwy 22	**207.8**		**37.16**	**49**	**7**	**3**	**59**	**1.59**	**17**	**4**
23-01	Jct Hwy 9 - Somme	31.6	186	2.15	12	0	0	12	5.59	0	0
23-02	Somme - Chelan	30.2	550	6.07	7	0	0	7	1.15	0	0
23-03	Chelan - Crooked River	37.9	472	6.52	9	1	0	10	1.53	2	0
23-04	N Jct Hwy 3 - Jct Hwy 55	63.2	641	14.79	5	2	0	7	0.47	2	0
	Subtotal - Hwy 23	**162.9**		**29.52**	**33**	**3**	**0**	**36**	**1.22**	**4**	**0**
24-01	Spiritwood - Leoville	32.2	575	6.76	7	1	0	8	1.18	4	0
24-01	Leoville - Chitek Lake	25.3	516	4.76	11	0	0	11	2.31	0	0
	Subtotal - Hwy 24	**57.6**		**11.53**	**18**	**1**	**0**	**19**	**1.65**	**4**	**0**
25-01	Birch Hills - St. Louis	29.1	284	3.01	1	2	0	3	1.00	2	0
26-01	Jct Hwy 4 - Meota	15.5	1,037	5.85	0	0	0	0	0.00	0	0
26-02	Meota - Turtleford	54.2	923	18.25	3	1	0	4	0.22	1	0
26-03	Turtleford - N Jct Hwy 3	29.2	703	7.50	3	0	0	3	0.40	0	0
26-04	N Jct Hwy 3 - Loon Lake	47.7	802	13.96	20	7	0	27	1.93	15	0
26-05	Loon Lake - Goodsoil	52.0	439	8.34	15	1	1	17	2.04	2	1
	Subtotal - Hwy 26	**198.5**		**53.90**	**41**	**9**	**1**	**51**	**0.95**	**18**	**1**
27-01	Jct Hwy 2 - Aberdeen	34.0	588	7.29	3	2	0	5	0.69	3	0
28-01	Lake Alma - Radville	39.8	160	2.32	3	0	0	3	1.29	0	0
28-02	Radville - Jct Hwy 13	20.1	474	3.47	7	0	1	8	2.31	1	1
	Subtotal - Hwy 28	**59.9**		**5.79**	**10**	**0**	**1**	**11**	**1.90**	**1**	**1**
29-01	Wilkie - Cloan Grid	23.1	934	7.89	3	1	0	4	0.51	1	0
29-02	Cloan Grid - Battleford	25.9	969	9.17	0	1	0	1	0.11	1	0
	Subtotal - Hwy 29	**49.1**		**17.06**	**3**	**2**	**0**	**5**	**0.29**	**2**	**0**
30-01	S Sask. River - Eston	22.6	175	1.44	0	0	0	0	0.00	0	0
30-02	Eston - Jct Hwy 7	37.0	191	2.57	0	0	0	0	0.00	0	0
	Subtotal - Hwy 30	**59.6**		**4.02**	**0**	**0**	**0**	**0**	**0.00**	**0**	**0**
31-01	Jct Hwy 4 - Plenty	58.2	340	7.23	2	0	0	2	0.28	0	0
31-02	Plenty - S Jct Hwy 21	35.8	360	4.70	1	0	1	2	0.43	0	1
31-03	Kerrobert - Salvador	37.7	469	6.45	4	1	0	5	0.78	1	0
31-04	Salvador - Macklin	37.8	766	10.56	10	0	0	10	0.95	0	0
	Subtotal - Hwy 31	**169.5**		**28.94**	**17**	**1**	**1**	**19**	**0.66**	**1**	**1**
32-01	Jct Hwy 1 - Success	22.9	1,127	9.42	0	1	0	1	0.11	1	0
32-02	Success - Cabri	33.6	699	8.58	1	1	0	2	0.23	2	0
32-03	Cabri - Lancer	38.9	444	6.30	3	1	0	4	0.63	1	0
32-04	Lancer - Leader	47.4	375	6.48	4	0	0	4	0.62	0	0
	Subtotal - Hwy 32	**142.8**		**30.79**	**8**	**3**	**0**	**11**	**0.36**	**4**	**0**
33-01	Stoughton - Fillmore	38.2	839	11.68	7	4	0	11	0.94	6	0
33-02	Fillmore - Francis	39.1	725	10.35	14	2	0	16	1.55	4	0
33-03	Francis - Kronau	38.4	1,351	18.92	6	3	1	10	0.53	5	1

2001 Traffic Collision Statistics by Highway Control Section

Figure 11.1

Control Section	Location	Length in Km's	ADT (veh/d)	Total Travel MvKm	Collisions				Acc/ MvKm	Persons	
					Property Damage	Personal Injury	Fatal	Total		Injured	Killed
33-04	Kronau - Regina	23.0	2,800	23.47	6	3	0	9	0.38	4	0
	Subtotal - Hwy 33	**138.6**		**64.43**	**33**	**12**	**1**	**46**	**0.71**	**19**	**1**
34-01	U.S. Border - Bengough	46.4	177	3.00	6	0	0	6	2.00	0	0
34-02	Bengough - Jct Hwy 13	16.3	336	2.00	3	0	0	3	1.50	0	0
	Subtotal - Hwy 34	**62.7**		**5.00**	**9**	**0**	**0**	**9**	**1.80**	**0**	**0**
35-01	U.S. Border - Oungre	16.2	187	1.11	0	0	0	0	0.00	0	0
35-02	Oungre - Colgate	28.5	474	4.93	3	3	0	6	1.22	3	0
35-03	Colgate - Weyburn	29.1	920	9.75	6	0	0	6	0.62	0	0
35-04	Weyburn - Francis	47.7	698	12.14	17	2	1	20	1.65	2	1
35-05	Jct Hwy 33 - Jct Hwy 48	23.2	226	1.91	0	1	0	1	0.52	2	0
35-06	Jct Hwy 48 - Qu'Appelle	24.6	246	2.21	1	2	0	3	1.36	3	0
35-07	Qu'Appelle - Jct Hwy 10	19.8	384	2.77	2	0	0	2	0.72	0	0
35-08	Fort Qu'Appelle - Lipton	15.8	1,186	6.83	4	0	0	4	0.59	0	0
35-09	Lipton - Leross	43.2	631	9.94	4	1	0	5	0.50	3	0
35-10	Leross - Elfros	50.4	520	9.58	4	2	0	6	0.63	2	0
35-11	Elfros - Wadena	23.7	836	7.23	6	0	0	6	0.83	0	0
35-12	Wadena - Jct Hwy 49	21.7	944	7.48	5	2	0	7	0.94	2	0
35-13	Jct Hwy 49 - Jct Hwy 349	46.4	685	11.60	7	1	0	8	0.69	1	0
35-14	Jct Hwy 349 - Tisdale	44.7	889	14.51	7	1	0	8	0.55	1	0
35-15	Tisdale - Jct Hwy 335	27.5	1,200	12.03	2	1	0	3	0.25	1	0
35-16	Jct Hwy 335 - Jct Hwy 55	28.2	1,585	16.29	3	1	0	4	0.25	2	0
35-17	Jct Hwy 55 - Torch River	36.2	143	1.89	1	2	0	3	1.59	3	0
	Subtotal - Hwy 35	**526.7**		**132.21**	**72**	**19**	**1**	**92**	**0.70**	**25**	**1**
36-01	U.S. Border - W Jct Hwy 18	30.3	284	3.15	4	0	0	4	1.27	0	0
36-02	W Jct Hwy 18 - W Jct Hwy 13	39.4	266	3.82	11	0	1	12	3.14	1	1
36-03	E Jct Hwy 13 - Jct Hwy 2	64.7	226	5.34	9	3	0	12	2.25	3	0
	Subtotal - Hwy 36	**134.5**		**12.31**	**24**	**3**	**1**	**28**	**2.28**	**4**	**1**
37-01	U.S. Border - Climax	23.0	102	0.86	1	0	0	1	1.16	0	0
37-02	Climax - Shaunavon	52.1	402	7.64	13	0	0	13	1.70	0	0
37-03	Shaunavon - Gull Lake	52.7	973	18.72	11	1	0	12	0.64	2	0
37-04	Gull Lake - W Jct Hwy 332	33.3	412	5.01	1	2	0	3	0.60	2	0
37-05	E Jct Hwy 332 - Cabri	24.5	143	1.28	0	0	0	0	0.00	0	0
	Subtotal - Hwy 37	**185.7**		**33.51**	**26**	**3**	**0**	**29**	**0.87**	**4**	**0**
38-01	Kelvington - Perigord	22.3	622	5.06	3	1	0	4	0.79	1	0
38-02	Perigord - Chelan	34.4	287	3.60	6	1	0	7	1.95	1	0
38-05	Kuroki - Kelvington	31.4	284	3.26	4	0	0	4	1.23	0	0
	Subtotal - Hwy 38	**88.1**		**11.91**	**13**	**2**	**0**	**15**	**1.26**	**2**	**0**
39-01	U.S. Border - Bienfait	27.0	960	9.45	11	1	0	12	1.27	1	0
39-02	Bienfait - Estevan	9.5	4,634	16.14	7	3	0	10	0.62	6	0
39-03	Estevan - Midale	40.9	2,263	33.80	16	6	0	22	0.65	9	0
39-04	Midale - Weyburn	43.7	1,825	29.14	25	9	0	34	1.17	14	0
39-05	Weyburn - Yellow Grass	26.8	2,792	27.26	18	3	0	21	0.77	5	0
39-06	Yellow Grass - Corinne	44.6	2,334	38.01	8	4	0	12	0.32	10	0
39-07	Corinne - Pitman	34.2	916	11.43	2	1	0	3	0.26	1	0
39-08	Pitman - Jct Hwy 1	34.3	1,109	13.86	1	3	0	4	0.29	4	0
	Subtotal - Hwy 39	**261.0**		**179.09**	**83**	**30**	**0**	**118**	**0.66**	**50**	**0**

2001 Traffic Collision Statistics by Highway Control Section

Figure 11.1

Control Section	Location	Length in Km's	ADT (veh/d)	Total Travel MvKm	Collisions				Acc/ MvKm	Persons	
					Property Damage	Personal Injury	Fatal	Total		Injured	Killed
40-01	Jct Hwy 3 - Blaine Lake	56.1	1,102	22.57	11	1	0	12	0.53	2	0
40-02	Blaine Lake - Hafford	36.0	532	7.00	6	1	0	7	1.00	2	0
40-03	Hafford - North Battleford	63.9	853	19.91	10	2	0	12	0.60	2	0
40-04	Battleford - E Jct Hwy 21	57.6	1,110	23.33	12	5	1	18	0.77	9	1
40-05	E Jct Hwy 21 - Neilburg	35.5	692	8.96	13	1	0	14	1.56	1	0
40-06	Neilburg - Alberta Border	25.4	1,111	10.28	13	3	0	16	1.56	4	0
	Subtotal - Hwy 40	**274.5**		**92.05**	**65**	**13**	**1**	**79**	**0.86**	**20**	**1**
41-01	Melfort - Jct Hwy 20	56.0	1,054	21.54	10	6	0	16	0.74	7	0
41-02	Jct Hwy 20 - Wakaw	29.8	1,387	15.10	6	0	0	6	0.40	0	0
41-03	Wakaw - Aberdeen	51.3	1,638	30.66	5	1	2	8	0.26	2	2
41-04	Aberdeen - Jct Hwy 41	26.9	2,906	28.55	9	0	0	9	0.32	0	0
	Subtotal - Hwy 41	**164.0**		**95.85**	**30**	**7**	**2**	**39**	**0.41**	**9**	**2**
42-01	Tuxford - Keeler	25.0	723	6.58	1	0	0	1	0.15	0	0
42-02	Keeler - E Jct Hwy 19	42.4	383	5.93	7	0	0	7	1.18	0	0
42-03	E Jct Hwy 19 - Diefenbaker Lake	38.7	313	4.42	2	0	0	2	0.45	0	0
42-04	Diefenbaker Lake - Jct Hwy 342	37.7	233	3.21	2	0	0	2	0.62	0	0
42-05	Jct Hwy 342 - Milden	59.9	207	4.52	6	1	0	7	1.55	1	0
	Subtotal - Hwy 42	**203.6**		**24.66**	**18**	**1**	**0**	**19**	**0.77**	**1**	**0**
43-01	Jct Hwy 2 - Gravelbourg	37.9	412	5.70	3	0	0	3	0.53	0	0
43-02	Gravelbourg - S Jct Hwy 19	29.0	346	3.66	7	2	0	9	2.46	2	0
43-03	S Jct Hwy 19 - Jct Hwy 4	59.0	219	4.72	7	1	0	8	1.69	1	0
	Subtotal - Hwy 43	**125.9**		**14.08**	**17**	**3**	**0**	**20**	**1.42**	**3**	**0**
44-02	Davidson - Loreburn	44.0	182	2.93	3	0	1	4	1.37	3	1
44-03	N Jct Hwy 19 - Jct Hwy 45	28.4	215	2.23	4	1	0	5	2.24	1	0
44-04	Jct Hwy 45 - Dinsmore	28.3	123	1.28	3	1	1	5	3.92	3	1
44-05	Jct Hwy 42 - S Jct Hwy 4	40.4	183	2.71	6	0	0	6	2.22	0	0
44-06	S Jct Hwy 4 - Eston	54.0	359	7.07	5	1	1	7	0.99	1	1
44-07	Eston - Glidden	33.2	267	3.23	0	1	0	1	0.31	1	0
44-08	Glidden - Mantario	44.9	317	5.20	3	0	0	3	0.58	0	0
44-09	Mantario - Alsask	33.6	262	3.21	2	0	0	2	0.62	0	0
	Subtotal - Hwy 44	**306.9**		**27.84**	**26**	**4**	**3**	**33**	**1.19**	**9**	**3**
45-01	Lucky Lake - Birsay	18.4	369	2.48	1	0	0	1	0.40	0	0
45-02	Birsay - Jct Hwy 44	18.9	443	3.06	5	1	0	6	1.96	1	0
45-03	Jct Hwy 44 - E Jct Hwy 15	27.2	635	6.31	10	0	0	10	1.58	0	0
45-04	W Jct Hwy 15 - Delisle	49.7	729	13.22	6	3	0	9	0.68	3	0
	Subtotal - Hwy 45	**114.2**		**25.07**	**22**	**4**	**0**	**26**	**1.04**	**4**	**0**
46-01	Balgonie - Regina	19.7	3,812	27.45	14	4	0	18	0.66	8	0
47-01	U.S. Border - Estevan	15.3	698	3.89	8	0	0	8	2.05	0	0
47-02	Estevan - Stoughton	57.7	1,032	21.71	15	9	0	24	1.11	18	0
47-03	Stoughton - Jct Hwy 48	56.2	286	5.87	9	0	0	9	1.53	0	0
47-04	Jct Hwy 48 - W Jct Hwy 1	26.6	177	1.71	2	0	0	2	1.17	0	0
47-05	Grenfell - S Jct Hwy 22	39.9	347	5.05	7	1	0	8	1.58	1	0
47-06	S Jct Hwy 22 - Melville	22.8	876	7.29	8	2	0	10	1.37	2	0
47-07	Melville - Willowbrook	30.0	279	3.06	1	0	0	1	0.33	0	0
47-08	Willowbrook - Springside	19.1	268	1.86	2	0	0	2	1.07	0	0

2001 Traffic Collision Statistics by Highway Control Section

Figure 11.1

Control Section	Location	Length in Km's	ADT (veh/d)	Total Travel MvKm	Collisions				Acc/ MvKm	Persons	
					Property Damage	Personal Injury	Fatal	Total		Injured	Killed
47-09	Springside - Buchanan	42.2	270	4.16	3	2	1	6	1.44	5	1
47-10	Buchanan - Preeceville	33.8	206	2.55	2	0	0	2	0.79	0	0
	Subtotal - Hwy 47	**343.5**		**57.15**	**57**	**14**	**1**	**72**	**1.26**	**26**	**1**
48-01	Manitoba Border - Fairlight	19.0	230	1.59	3	1	0	4	2.51	4	0
48-02	Fairlight - S Jct Hwy 9	44.7	391	6.38	6	2	0	8	1.25	4	0
48-03	N Jct Hwy 9 - Jct Hwy 47	57.9	542	11.46	23	2	0	25	2.18	3	0
48-04	Jct Hwy 47 - Jct Hwy 35	63.3	714	16.48	9	1	0	10	0.61	3	0
48-05	Jct Hwy 35 - White City	40.4	1,304	19.22	11	3	0	14	0.73	3	0
	Subtotal - Hwy 48	**225.3**		**55.14**	**52**	**9**	**0**	**61**	**1.11**	**17**	**0**
49-01	Manitoba Border - Pelly	25.4	415	3.85	0	2	0	2	0.52	4	0
49-02	Pelly - Stenen	33.8	677	8.34	8	3	0	11	1.32	4	0
49-03	Stenen - Okla	31.8	494	5.74	10	1	0	11	1.92	1	0
49-04	Okla - Kelvington	33.9	486	6.02	3	3	0	6	1.00	4	0
49-05	Kelvington - Jct Hwy 35	19.5	741	5.28	2	0	0	2	0.38	0	0
	Subtotal - Hwy 49	**144.4**		**29.23**	**23**	**9**	**0**	**32**	**1.09**	**13**	**0**
51-01	Biggar - Tramping Lake	62.6	435	9.96	11	1	0	12	1.21	2	0
51-02	Tramping Lake - Kerrobert	25.9	370	3.50	1	1		2	0.57	1	0
51-03	Kerrobert - Major	34.4	435	5.47	2	0	0	2	0.37	0	0
51-04	Major - Alberta Border	29.6	267	2.89	1	0	1	2	0.69	5	3
	Subtotal - Hwy 51	**152.7**		**21.82**	**15**	**2**	**1**	**18**	**0.82**	**8**	**3**
52-01	Yorkton - Willowbrook	21.6	944	7.44	6	0	0	6	0.81	0	0
52-02	Willowbrook - Jct Hwy 15	49.1	302	5.42	1	1	0	2	0.37	4	0
	Subtotal - Hwy 52	**70.7**		**12.86**	**7**	**1**	**0**	**8**	**0.62**	**4**	**0**
54-01	Jct Hwy 11 - Regina Beach	17.4	1,945	12.35	7	1	0	8	0.65	1	0
55-02	Jct Hwy 9 - S of Pakwaw Lake	38.3	110	1.54	2	3	0	5	3.25	5	0
55-03	S of Pakwaw L. - W of Crack. R.	29.5	247	2.66	3	1	0	4	1.51	1	0
55-04	W of Crack R Br - Jct Hwy 123	36.7	368	4.92	7	1	0	8	1.63	1	0
55-05	Jct Hwy 123 - Nipawin	28.3	1,299	13.42	8	0	0	8	0.60	0	0
55-06	Nipawin - White Fox	12.2	1,935	8.62	1	2	0	3	0.35	2	0
55-07	White Fox - Smeaton	50.4	924	16.98	10	2	0	12	0.71	2	0
55-08	Smeaton - Meath Park	36.6	866	11.57	7	1	0	8	0.69	2	0
55-09	Meath Park - Prince Albert	41.4	2,729	41.28	7	2	0	9	0.22	3	0
55-10	Shellbrook - Debden	49.3	1,312	23.60	15	3	1	19	0.80	6	1
55-11	Debden - Big River	38.4	1,075	15.08	18	1	0	19	1.26	1	0
55-12	Big River - Jct Hwy 124	48.4	389	6.86	16	1	0	17	2.48	3	0
55-13	Jct 124 - Green Lake	28.0	360	3.68	12	1	0	13	3.54	2	0
55-14	Green Lake - Meadow Lake	49.5	1,063	19.21	25	1	0	26	1.35	1	0
55-15	Meadow Lake - S Jct Hwy 26	67.4	632	15.56	20	2	0	22	1.41	2	0
55-16	Peerless - Alberta Border	52.1	678	12.90	30	0	0	30	2.33	0	0
	Subtotal - Hwy 55	**606.6**		**197.89**	**181**	**21**	**1**	**203**	**1.03**	**31**	**1**
56-01	Indian Head - Katepwa Lake	21.1	592	4.55	0	2	0	2	0.44	3	0
56-02	Katepwa Lake - Fort Qu'Appelle	20.2	692	5.09	4	5	0	9	1.77	7	0
56-03	Fort Qu'Appelle - Echo Lake	11.3	1,202	4.97	7	0	0	7	1.41	0	0
	Subtotal - Hwy 56	**52.5**		**14.61**	**11**	**7**	**0**	**18**	**1.23**	**10**	**0**
57-01	Manitoba Border - Jct Hwy 5	19.3	655	4.61	9	2	0	11	2.39	5	0

2001 Traffic Collision Statistics by Highway Control Section

Figure 11.1

Control Section	Location	Length in Km's	ADT (veh/d)	Total Travel MvKm	Collisions				Acc/ MvKm	Persons	
					Property Damage	Personal Injury	Fatal	Total		Injured	Killed
58-01	Jct Hwy 18 - Lafleche	35.6	241	3.14	4	0	0	4	1.28	0	0
58-02	Lafleche - Gravelbourg	19.7	790	5.68	3	1	0	4	0.70	1	0
58-03	Gravelbourg - Jct Hwy 363	31.8	252	2.93	0	0	0	0	0.00	0	0
58-04	Jct Hwy 363 - Jct Hwy 1	36.2	89	1.17	0	0	0	0	0.00	0	0
	Subtotal - Hwy 58	**123.3**		**12.91**	**7**	**1**	**0**	**8**	**0.62**	**1**	**0**
60-01	Pike Lake - Saskatoon	23.9	1,338	11.67	3	2	0	5	0.43	4	0
80-01	Esterhazy - Churchbridge	31.4	630	7.22	18	0	0	18	2.49	0	0
80-02	Jct Hwy 16 - Jct Hwy 10	35.3	225	2.91	6	1	0	7	2.41	2	0
	Subtotal - Hwy 80	**66.7**		**10.13**	**24**	**1**	**0**	**25**	**2.47**	**2**	**0**
99-10	Jct Hwy 6 - Craven	20.9	150	1.15	2	1	0	3	2.62	1	0
102-25	La Ronge - Sucker River	30.3	916	10.13	6	0	0	6	0.59	0	0
102-26	Sucker River - Otter Rapids	54.3	330	6.54	4	5	0	9	1.38	11	0
102-27	Otter Rapids - Island Lake Cr	52.0	175	3.33	3	2	0	5	1.50	3	0
102-28	Island Lake Cr - Waddy River Br	36.4	137	1.82	4	0	0	4	2.20	0	0
102-29	Waddy River Br - Southend	43.4	175	2.77	0	4	0	4	1.44	7	0
	Subtotal - Hwy 102	**216.4**		**24.59**	**17**	**11**	**0**	**28**	**1.14**	**21**	**0**
106-01	Smeaton - Jct Hwy 120	67.5	350	8.62	2	2	1	5	0.58	4	1
106-02	Jct Hwy 20 - Jct Hwy 165	67.1	341	8.35	7	1	0	8	0.96	1	0
106-03	Jct Hwy 165 - Deschambault L.	82.1	307	9.18	4	0	0	4	0.44	0	0
106-04	Deschambault L. - Jct Hwy 135	40.6	334	4.94	0	1	0	1	0.20	1	0
106-05	Jct Hwy 135 - Flin Flon	68.0	416	10.31	6	3	0	9	0.87	6	0
	Subtotal - Hwy 106	**325.2**		**41.40**	**19**	**7**	**1**	**27**	**0.65**	**12**	**1**
120-01	Meath Park - Candle Lake	32.3	522	6.15	2	3	0	5	0.81	4	0
120-02	Candle Lake - Lower Fishing Lake	57.8	101	2.13	4	0	0	4	1.88	0	0
	Subtotal - Hwy 120	**90.1**		**8.29**	**6**	**3**	**0**	**9**	**1.09**	**4**	**0**
123-01	Jct Hwy 163 - Kennedy Creek	32.3	598	7.05	1	0	0	1	0.14	0	0
123-02	Kennedy Cr. - Cumberland House	57.8	148	3.13	4	5	0	9	2.87	10	0
	Subtotal - Hwy 123	**90.1**		**10.19**	**5**	**5**	**0**	**10**	**0.98**	**10**	**0**
135-01	Jct Hwy 106 - Pelican Narrows	51.6	296	5.57	7	5	0	12	2.16	8	0
135-02	Pelican Narrows - Sandy Bay	7.0	108	0.28	4	4	0	8	28.91	10	0
	Subtotal - Hwy 135	**58.6**		**5.84**	**11**	**9**	**0**	**20**	**3.42**	**18**	**0**
155-01	Green Lake - Jct Hwy 101	94.5	417	14.38	21	5	0	26	1.81	8	0
155-02	Jct Hwy 101 - Buffalo Narrows	101.2	363	13.40	11	4	0	15	1.12	13	0
155-03	Buffalo Narrows - La Loche	105.3	454	17.47	11	5	0	16	0.92	13	0
	Subtotal - Hwy 155	**301.0**		**45.25**	**43**	**14**	**0**	**57**	**1.26**	**34**	**0**
165-01	Jct Hwy 106 - Jct Hwy 2	95.4	115	3.99	6	0	0	6	1.50	0	0
165-02	Jct Hwy 2 - Besnard Lake Rd.	55.6	177	3.59	2	0	0	2	0.56	0	0
165-03	Besnard Lake Rd - Key Lake Rd	56.0	93	1.90	1	0	0	1	0.53	0	0
165-04	Key Lake Rd - Jct Hwy 155	66.0	153	3.68	6	0	0	6	1.63	0	0
	Subtotal - Hwy 165	**273.0**		**13.17**	**15**	**0**	**0**	**15**	**1.14**	**0**	**0**
167-01	Sturgeon Weir R. - Denare Beach	29.3	30	0.32	1	1	0	2	6.16	1	0

Traffic Collision Statistics - Section 11

2001 Traffic Collision Statistics by Highway Control Section

Figure 11.1

Control Section	Location	Length in Km's	ADT (veh/d)	Total Travel MvKm	Collisions				Acc/ MvKm	Persons	
					Property Damage	Personal Injury	Fatal	Total		Injured	Killed
167-02	Denare Beach - Creighton	19.7	1,073	7.71	5	1	0	6	0.78	2	0
	Subtotal - Hwy 167	**49.0**		**8.04**	**6**	**2**	**0**	**8**	**1.00**	**3**	**0**
201-01	Broadview - Jct Hwy 247	19.2	433	3.04	4	1	0	5	1.65	1	0
202-01	Tuxford - Buffalo Pound Lake	15.5	140	0.79	0	0	0	0	0.00	0	0
204-01	Battlefords Provincial Park	5.2	500	0.94	1	0	0	1	1.06	0	0
209-01	Jct Hwy 9 - Kenosee Lake	4.2	570	0.87	0	0	0	0	0.00	0	0
210-01	Fort Qu'Appelle - Echo Valley	7.2	727	1.91	4	2	0	6	3.14	2	0
210-02	Echo Valley - Jct Hwy 10	12.1	574	2.54	3	1	0	4	1.58	1	0
	Subtotal - Hwy 210	**19.3**		**4.45**	**7**	**3**	**0**	**10**	**2.25**	**3**	**0**
211-01	Dundurn - Blackstrap Lake	7.3	496	1.32	0	1	0	1	0.76	1	0
212-01	Duck Lake - Saskatchewan River	25.5	636	5.92	3	1	0	4	0.68	2	0
219-01	Danielson Provincial Park	4.4	190	0.30	0	0	0	0	0.00	0	0
219-02	Jct Hwy 44 - Jct Hwy 15	24.3	364	3.23	0	1	0	1	0.31	2	0
219-03	Jct Hwy 15 - White Cap I.R.	38.0	480	6.66	7	2	0	9	1.35	2	0
219-04	White Cap I.R. - Saskatoon	32.5	1,355	16.06	12	1	1	14	0.87	2	2
	Subtotal - Hwy 219	**99.2**		**26.26**	**19**	**4**	**1**	**24**	**0.91**	**6**	**2**
220-01	Bulyea - Rowan's Ravine	22.5	157	1.29	3	0	0	3	2.32	0	0
221-01	Jct Hwy 21 - Cypress Hills P. P.	4.0	400	0.59	4	0	0	4	6.78	0	0
224-01	Jct Hwy 4 - Goodsoil	47.2	113	1.95	4	0	0	4	2.06	0	0
225-01	Jct Hwy 2 - Jct Hwy 312	36.7	330	4.43	5	0	0	5	1.13	0	0
229-01	Jct Hwy 9 - Good Spirit P P	16.6	255	1.54	2	0	0	2	1.30	0	0
229-02	Good Spirit P P - Jct Hwy 47	6.6	250	0.60	0	0	0	0	0.00	0	0
	Subtotal - Hwy 229	**23.2**		**2.14**	**2**	**0**	**0**	**2**	**0.93**	**0**	**0**
240-01	Jct Hwy 55 - P.A. National Park	40.3	174	2.56	4	1	0	5	1.96	1	0
247-01	Jct Hwy 9 - Jct Hwy 47	49.9	193	3.51	3	0	0	3	0.85	0	0
255-01	Jct Hwy 55 - Tobin Lake	23.4	181	1.54	0	2	0	2	1.30	2	0
261-01	E Sk. Landing P. P. - Jct Hwy 4	7.9	116	0.33	0	0	0	0	0.00	0	0
261-02	Jct Hwy 4 - W Sk. Landing P. P.	3.6	25	0.03	0	0	0	0	0.00	0	0
	Subtotal - Hwy 261	**11.5**		**0.37**	**0**	**0**	**0**	**0**	**0.00**	**0**	**0**
263-01	Jct Hwy 2 - Prince Albert Park	18.1	319	2.11	6	0	0	6	2.85	0	0
264-01	Jct Hwy 2 - Prince Albert	8.0	570	1.66	0	1	0	1	0.60	1	0
265-01	Jct Hwy 20 - Candle Lake	28.8	437	4.60	1	3	0	4	0.87	3	0

2001 Traffic Collision Statistics by Highway Control Section

Figure 11.1

Control Section	Location	Length in Km's	ADT (veh/d)	Total Travel MvKm	Collisions				Acc/ MvKm	Persons	
					Property Damage	Personal Injury	Fatal	Total		Injured	Killed
271-01	Maple Creek - Cypress Hills	43.6	179	2.85	4	0	0	4	1.41	0	0
271-02	Jct Hwy 271 - 01 - Fort Walsh	9.5	120	0.42	0	0	0	0	0.00	0	0
	Subtotal - Hwy 271	**53.2**		**3.26**	**4**	**0**	**0**	**4**	**1.23**	**0**	**0**
301-01	Jct Hwy 1 - Jct Hwy 202	21.3	213	1.65	2	1	0	3	1.81	4	0
302-01	S Sask River - Prince Albert	38.4	428	6.00	2	0	0	2	0.33	0	0
302-02	Prince Albert - 30 Km West	26.9	588	5.77	3	1	0	4	0.69	1	0
	Subtotal - Hwy 302	**65.3**		**11.77**	**5**	**1**	**0**	**6**	**0.51**	**1**	**0**
303-01	Turtleford - Jct Hwy 21	23.0	690	5.78	2	1	0	3	0.52	1	0
303-02	Jct Hwy 21 - Jct Hwy 16	45.6	767	12.78	3	2	0	5	0.39	5	0
	Subtotal - Hwy 303	**68.6**		**18.56**	**5**	**3**	**0**	**8**	**0.43**	**6**	**0**
304-01	Jct Hwy 4 - Jct Hwy 26	48.7	638	11.34	17	1	0	18	1.59	1	0
305-01	Warman - Jct Hwy 12	7.7	1,183	3.34	1	0	0	1	0.30	0	0
305-02	Jct Hwy 12 - Langham	20.6	675	5.09	5	2	0	7	1.38	2	0
	Subtotal - Hwy 305	**28.4**		**8.43**	**6**	**2**	**0**	**8**	**0.95**	**2**	**0**
306-01	Jct Hwy 35 - Riceton	39.0	66	0.94	0	0	0	0	0.00	0	0
306-02	Riceton - Jct Hwy 6	27.8	192	1.95	5	0	0	5	2.56	0	0
	Subtotal - Hwy 306	**66.8**		**2.89**	**5**	**0**	**0**	**5**	**1.73**	**0**	**0**
307-01	Jct Hwy 7 - Smiley	17.8	330	2.14	1	1	0	2	0.93	1	0
307-02	Smiley - Jct Hwy 21	29.3	397	4.24	0	1	0	1	0.24	1	0
	Subtotal - Hwy 307	**47.1**		**6.38**	**1**	**2**	**0**	**3**	**0.47**	**2**	**0**
308-01	Manitoba Border - Jct Hwy 8	14.8	241	1.30	1	0	0	1	0.77	0	0
309-01	Ebenezer - Rhein	18.3	452	3.02	4	0	0	4	1.32	0	0
310-01	Balcarres - Ituna	43.3	388	6.13	7	0	0	7	1.14	0	0
310-03	Jct Hwy 52 - Foam Lake	50.9	166	3.07	1	0	0	1	0.33	0	0
310-04	Foam Lake - Kuroki	30.4	326	3.61	5	1	0	6	1.66	1	0
	Subtotal - Hwy 310	**124.5**		**12.82**	**13**	**1**	**0**	**14**	**1.09**	**1**	**0**
312-01	Wakaw - Rosthern	40.9	440	6.57	7	1	1	9	1.37	1	1
312-02	Rosthern - Jct Hwy 12	37.0	761	10.27	7	0	0	7	0.68	0	0
	Subtotal - Hwy 312	**77.9**		**16.84**	**14**	**1**	**1**	**16**	**0.95**	**1**	**1**
316-01	Clavet - Hwy 5	15.9	446	2.59	1	0	1	2		2	1
317-01	Jct Hwy 7 - S Jct Hwy 51	46.9	306	5.24	0	1	0	1	0.19	1	0
317-02	N Jct Hwy 51 - Jct Hwy 31	45.1	260	4.28	1	0	0	1	0.23	0	0
	Subtotal - Hwy 317	**92.1**		**9.52**	**1**	**1**	**0**	**2**	**0.21**	**1**	**0**
318-01	Carnduff - Alida	27.8	396	4.01	3	0	0	3	0.75	0	0
320-01	Jct Hwy 20 - Domremy	26.3	118	1.13	1	0	0	1	0.88	0	0
321-01	Liebenthal - Alberta Border	33.2	422	5.11	9	0	0	9	1.76	0	0

Traffic Collision Statistics - Section 11

2001 Traffic Collision Statistics by Highway Control Section

Figure 11.1

Control Section	Location	Length in Km's	ADT (veh/d)	Total Travel MvKm	Collisions				Acc/ MvKm	Persons	
					Property Damage	Personal Injury	Fatal	Total		Injured	Killed
322-01	Jct Hwy 20 - Jct Hwy 220	29.2	366	3.90	3	1	0	4	1.02	1	0
324-01	Jct Hwy 378 - Mayfair	18.6	139	0.94	0	0	0	0	0.00	0	0
332-01	Jct Hwy 32 - Hazlet	43.9	294	4.71	1	0	0	1	0.21	0	0
334-01	Jct Hwy 13 - Avonlea	62.4	136	3.10	7	0	1	8	2.58	0	1
334-02	Avonlea - Corinne	33.9	480	5.93	8	1	0	9	1.52	1	0
	Subtotal - Hwy 334	**96.3**		**9.03**	**15**	**1**	**1**	**17**	**1.88**	**1**	**1**
335-01	Jct Hwy 23 - Jct Hwy 35	21.2	527	4.08	1	0	0	1	0.24	0	0
335-02	Jct Hwy 35 - Gronlid	29.4	485	5.20	0	0	0	0	0.00	0	0
	Subtotal - Hwy 335	**50.6**		**9.28**	**1**	**0**	**0**	**1**	**0.11**	**0**	**0**
339-01	Avonlea - Jct Hwy 39	50.1	488	8.91	7	1	0	8	0.90	1	0
340-01	Radisson - Hafford	30.6	346	3.87	3	1	0	4	1.03	1	0
342-01	Jct Hwy 42 - Beechy	11.8	235	1.01	2	0	0	2	1.97	0	0
342-02	Beechy - Clearwater Lake	43.2	172	2.72	6	0	0	6	2.21	0	0
342-03	Clearwater Lake - Jct Hwy 4	7.5	153	0.42	1	0	0	1	2.40	0	0
342-04	Jct Hwy 4 - Lacadena	31.2	90	1.03	1	0	1	2	1.94	1	1
342-05	Lacadena - Jct Hwy 44	29.7	105	1.14	0	0	0	0	0.00	0	0
	Subtotal - Hwy 342	**123.4**		**6.31**	**10**	**0**	**1**	**11**	**1.74**	**1**	**1**
343-01	Jct Hwy 4 - Simmie	32.9	128	1.54	0	0	0	0	0.00	0	0
349-10	Jct Hwy 38 - Archerwill	23.2	232	1.96	4	0	0	4	2.04	0	0
349-11	Jct Hwy 35 - Naicam	32.6	369	4.39	4	1	0	5	1.14	2	0
	Subtotal - Hwy 349	**55.7**		**6.35**	**8**	**1**	**0**	**9**	**1.42**	**2**	**0**
350-01	U.S. Border - Jct Hwy 18	16.3	95	0.57	1	0	0	1	1.77	0	0
354-01	Bethune - Dilke	20.6	224	1.69	2	0	0	2	1.19	0	0
355-01	Meath Park - Spruce Home	28.0	231	2.36	0	2	0	2	0.85	2	0
355-02	Spruce Home - 11 km West	17.4	640	4.06	2	0	0	2	0.49	0	0
	Subtotal - Hwy 355	**45.4**		**6.43**	**2**	**2**	**0**	**4**	**0.62**	**2**	**0**
357-01	Togo - Jct Hwy 8	20.4	116	0.86	2	1	0	3	3.48	1	0
358-01	Wood Mountain - Limerick	42.6	194	3.02	0	1	0	1	0.33	1	0
361-11	Manitoba Border - Jct Hwy 8	18.8	84	0.58	2	0	0	2	3.46	0	0
361-12	Jct Hwy 8 - Jct Hwy 9	47.5	124	2.15	1	0	0	1	0.46	0	0
361-13	Jct Hwy 9 - Jct Hwy 47	55.2	243	4.90	8	1	0	9	1.84	1	0
	Subtotal - Hwy 361	**121.6**		**7.63**	**11**	**1**	**0**	**12**	**1.57**	**1**	**0**
363-01	Moose Jaw - Courval	70.6	247	6.37	4	3	2	9	1.41	9	2
363-02	Courval - Hodgeville	57.5	111	2.33	0	0	0	0	0.00	0	0
363-03	Hodgeville - Jct Hwy 4	71.6	208	5.43	5	0	0	5	0.92	0	0
	Subtotal - Hwy 363	**199.7**		**14.13**	**9**	**3**	**2**	**14**	**0.99**	**9**	**2**

2001 Traffic Collision Statistics by Highway Control Section

Figure 11.1

Control Section	Location	Length in Km's	ADT (veh/d)	Total Travel MvKm	Collisions				Acc/ MvKm	Persons	
					Property Damage	Personal Injury	Fatal	Total		Injured	Killed
364-01	Balgonie - Edgeley	36.5	352	4.68	4	2	0	6	1.28	2	0
365-01	Watrous - Plunkett	35.3	511	6.59	5	1	0	6	0.91	1	0
367-01	Eyebrow - Jct Hwy 19	23.8	175	1.52	2	1	0	3	1.97	1	0
368-01	Muenster - St. Brieux	56.5	474	9.78	7	0	0	7	0.72	0	0
368-02	St. Brieux - Beatty	33.4	460	5.60	1	0	0	1	0.18	0	0
	Subtotal - Hwy 368	**89.9**		**15.38**	**8**	**0**	**0**	**8**	**0.52**	**0**	**0**
369-01	Jct Hwy 10 - Togo	20.6	58	0.44	0	0	0	0	0.00	0	0
371-01	Fox Valley - Alberta Border	41.5	311	4.71	4	1	0	5	1.06	1	0
373-01	Jct Hwy 42 - Birsay	14.0	139	0.71	0	0	0	0	0.00	0	0
374-01	Jct Hwy 21 - Jct Hwy 14	50.0	95	1.73	2	0	0	2	1.15	0	0
376-01	Jct Hwy 14 - Arelee	29.4	160	1.72	0	1	0	1	0.58	1	0
376-02	Arelee - Sonningdale	26.1	84	0.80	0	0	0	0	0.00	0	0
376-03	Sonningdale - Maymont	21.4	187	1.46	3	0	0	3	2.05	0	0
376-04	Maymont - Jct Hwy 40	18.0	130	0.85	0	0	0	0	0.00	0	0
376-05	Jct Hwy 40 - Jct Hwy 324	25.9	99	0.93	0	0	0	0	0.00	0	0
	Subtotal - Hwy 376	**120.7**		**5.76**	**3**	**1**	**0**	**4**	**0.69**	**1**	**0**
377-01	Radville - Ceylon	22.9	297	2.48	0	1	0	1	0.40	1	0
378-01	Jct Hwy 4 - Rabbit Lake	67.0	271	6.63	1	0	0	1	0.15	0	0
378-02	Rabbit Lake - Spiritwood	41.6	272	4.13	7	0	0	7	1.70	0	0
	Subtotal - Hwy 378	**108.6**		**10.75**	**8**	**0**	**0**	**8**	**0.74**	**0**	**0**
379-01	McMahon - Wymark	18.4	158	1.06	2	0	0	2	1.88	0	0
381-01	MacNutt - Jct Hwy 8	24.6	79	0.71	0	0	0	0	0.00	0	0
397-01	Allan - Elstow	12.4	760	3.44	0	2	0	2	0.58	2	0
903-01	Jct Hwy 55 - N.A.D. Boundry	50.2	253	4.64	7	1	0	8	1.72	4	0
903-02	N.A.D. Boundry - Jct Hwy 965	55.3	188	3.79	4	0	0	4	1.05	0	0
903-03	Jct Hwy 965 - End	73.6	55	1.48	0	2	0	2	1.35	2	0
	Subtotal - Hwy 903	**179.2**		**9.91**	**11**	**3**	**0**	**14**	**1.41**	**6**	**0**
904-01	Jct Hwy 224 - Jct Hwy 903	67.2	65	1.59	3	1	0	4	2.51	2	0
905-01	Jct Hwy 102 - Acc to Atwater L.	67.8	90	2.23	1	1	0	2	0.90	1	0
905-02	Atwater L. Acc - Courtney L. Acc	80.8	52	1.53	2	1	0	3	1.96	1	0
905-03	Courtney L. Acc. - to W. Lodge	89.6	65	2.13	2	0	0	2	0.94	0	0
905-04	W. Lodge Access - Henday Lake	32.7	70	0.84	0	1	0	1	1.20	1	0
905-05	Points North - Hawk Rock River	77.3	40	1.13	0	0	0	0	0.00	0	0
905-06	Hawk Rock River - Black Lake	106.7	4	0.16	0	0	0	0	0.00	0	0
905-07	Black Lake - Stony Rapids	22.2	132	1.07	0	0	0	0	0.00	0	0
905-08	Stony Rapids - Fond du Lac	64.0	20	0.47	0	0	0	0	0.00	0	0
	Subtotal - Hwy 905	**541.1**		**9.54**	**5**	**3**	**0**	**8**	**0.84**	**3**	**0**

2001 Traffic Collision Statistics by Highway Control Section

Figure 11.1

Control Section	Location	Length in Km's	ADT (veh/d)	Total Travel MvKm	Collisions				Acc/ MvKm	Persons	
					Property Damage	Personal Injury	Fatal	Total		Injured	Killed
907-01	Jct Hwy 165 - Burnoff Farm	35.0	58	0.74	1	0	0	1	1.35	0	0
908-01	Jct Hwy 155 - End	20.6	354	2.66	2	0	0	2	0.75	0	0
909-01	Jct Hwy 155 - Turnor Lake	30.0	220	2.41	0	0	0	0	0.00	0	0
910-01	Jct Hwy 165 - End	34.1	36	0.45	0	0	0	0	0.00	0	0
911-01	Jct Hwy 106 - Deschambault L.	30.6	120	1.34	3	0	0	3	2.24	0	0
912-01	Jct Hwy 106 - Jct Hwy 913	23.7	26	0.22	0	0	0	0	0.00	0	0
912-02	Jct Hwy 913 - Jct Hwy 165	67.2	11	0.27	1	0	0	1	3.71	0	0
912-03	Jct Hwy 165 - End	34.8	12	0.15	0	0	0	0	0.00	0	0
	Subtotal - Hwy 913	**102.0**		**0.42**	**1**	**0**	**0**	**1**	**2.37**	**0**	**0**
913-01	Jct Hwy 120 - Jct Hwy 912	42.0	48	0.74	0	1	0	1	1.36	4	0
913-02	Jct Hwy 912 - Jct Hwy 106	24.3	32	0.28	0	0	0	0	0.00	0	0
	Subtotal - Hwy 913	**66.3**		**1.02**	**0**	**1**	**0**	**1**	**0.98**	**4**	**0**
914-01	Jct Hwy 165 - Pinehouse Lake	49.2	105	1.88	0	0	0	0	0.00	0	0
914-02	Pinehouse Lake - Bridge (N. Abut)	25.3	40	0.37	1	0	0	1	2.71	0	0
914-03	Churchill River - Key Lake	195.3	30	2.14	2	0	0	2	0.94	0	0
	Subtotal - Hwy 914	**269.8**		**4.39**	**3**	**0**	**0**	**3**	**0.68**	**0**	**0**
915-01	Jct Hwy 102 - Stanley Mission	35.8	180	2.35	1	0	0	1	0.43	0	0
916-01	Jct Hwy 2 - Jct Hwy 921	41.4	84	1.26	0	0	0	0	0.00	0	0
916-02	Jct Hwy 921- Jct Hwy 917	48.7	45	0.80	0	0	0	0	0.00	0	0
916-03	Jct Hwy 917 - Jct Hwy 924	20.4	70	0.52	1	0	0	1	1.92	0	0
	Subtotal - Hwy 913	**110.5**		**2.59**	**1**	**0**	**0**	**1**	**0.39**	**0**	**0**
917-01	Jct Hwy 916 - End	37.0	37	0.50	0	0	0	0	0.00	0	0
918-01	Jct Hwy 165 - (I.R. Bdry - End)	92.4	96	3.24	3	3	0	6	1.85	6	0
919-01	Jct Hwy 21 - Cold River	20.9	26	0.20	0	0	0	0	0.00	0	0
919-02	Cold River - SK Alta Border	54.2	52	1.03	0	0	0	0	0.00	0	0
	Subtotal - Hwy 919	**75.0**		**1.23**	**0**	**0**	**0**	**0**	**0.00**	**0**	**0**
920-03	Jct Hwy 106 - Jct Hwy 932	30.8	43	0.49	0	0	0	0	0.00	0	0
920-04	Jct Hwy 932 - Jct Hwy 933	23.9	20	0.49	0	0	0	0	0.00	0	0
		54.7		**0.98**	**0**	**0**	**0**	**0**	**0.00**	**0**	**0**
922-01	Bodmin - N of Jct Hwy 940	33.3	130	1.58	1	0	0	1	0.63	0	0
922-02	N Jct Hwy 940 - Jct Hwy 916	62.4	30	0.68	1	0	0	1	1.46	0	0
	Subtotal - Hwy 922	**95.7**		**2.26**	**2**	**0**	**0**	**2**	**0.88**	**0**	**0**
923-01	Jct Hwy 922 - End	22.79	20	0.17	0	0	0	0	0.00	0	0
924-01	Jct Hwy 55 - Dore` Lake	65.3	93	2.22	0	0	0	0	0.00	0	0

2001 Traffic Collision Statistics by Highway Control Section

Figure 11.1

Control Section	Location	Length in Km's	ADT (veh/d)	Total Travel MvKm	Collisions				Acc/ MvKm	Persons	
					Property Damage	Personal Injury	Fatal	Total		Injured	Killed
925-01	Jct Hwy 155 - Dillon	58.8	140	3.01	6	1	1	8	2.66	2	2
925-02	Jct Hwy 925 - N. Lmts. of Michel	22.2	63	0.51	1	0	0	1	1.96	0	0
	Subtotal - Hwy 925	**81.0**		**3.52**	**7**	**1**	**1**	**9**	**2.56**	**2**	**2**
926-01	Jct Hwy 120 - Jct Hwy 969	78.6	19	0.55	1	1	1	3	5.50	4	1
927-01	Jct Hwy 912 - East Trout Lake	23.3	20	0.17	0	0	0	0	0.00	0	0
928-01	Jct Hwy 120-0.4Km SE of Park Bd.	22.8	40	0.33	0	0	0	0	0.00	0	0
930-01	Jct Hwy 2 - Jct Hwy 969	13.5	130	0.64	0	0	0	0	0.00	0	0
931-01	Jct Hwy 926 - End	6.0	10	0.02	0	0	0	0	0.00	0	0
932-01	Jct Hwy 106 - Jct Hwy 920-03	21.2	15	0.11	0	0	0	0	0.00	0	0
934-01	Jct Hwy 912 - End	12.1	10	0.04	0	0	0	0	0.00	0	0
935-01	Jct Hwy 165 - Jct Hwy 910	48.8	35	0.62	0	0	0	0	0.00	0	0
936-01	Jct Hwy 2 - End	42.3	5	0.08	0	0	0	0	0.00	0	0
937-01	Jct. Hwy 939 - End	14.7	12	0.06	0	0	0	0	0.00	0	0
939-01	Jct Hwy 916 - 47.7km North	47.7	18	0.31	0	0	0	0	0.00	0	0
940-01	Jct Hwy 922 - End	8.5	30	0.09	0	0	0	0	0.00	0	0
941-01	Jct Hwy 904 - S Jct Hwy 951	21.9	74	0.59	0	1	0	1	1.69	1	0
942-01	Jct Hwy 55 - 42Km N Jct Hwy 943	59.0	32	0.69	1	1	0	2	2.90	1	0
943-01	Hwy 942 - Jct Hwy 946	31.2	15	0.17	1	0	0	1	5.85	0	0
943-02	Jct Hwy 946 - 4 Km E of Meetoos	38.5	15	0.21	0	0	0	0	0.00	0	0
945-01	23.3 Km S of Jct Hwy 943	29.8	44	0.48	2	0	0	2	4.18	0	0
950-01	Jct Hwy 224 - Jct Hwy 919	35.3	50	0.64	2	0	0	2	3.11	0	0
952-01	8.30 Km S of Jct Hwy 953	8.3	30	0.00	0	0	0	0	N/A	0	0
953-01	Jct Hwy 263 - Jct Hwy 2	32.4	240	2.84	2	1	0	3	1.06	1	0
955-04	La Loche - Cluff Lake	244.9	51	4.56	5	2	0	7	1.54	2	0
962-01	Eldorado - Uranium City	12.5	150	0.68	1	0	0	1	1.46	0	0
964-01	Black Lake - Stony Rapids	22.0	10	0.08	1	0	0	1	12.44	0	0
965-05	Jct Hwy 155 - Jct Hwy 903	49.1	178	3.19	2	4	0	6	1.88	5	0

Traffic Collision Statistics - Section 11

2001 Traffic Collision Statistics by Highway Control Section

Figure 11.1

Control Section	Location	Length in Km's	ADT (veh/d)	Total Travel MvKm	Collisions				Acc/ MvKm	Persons	
					Property Damage	Personal Injury	Fatal	Total		Injured	Killed
969-01	Jct Hwy 2 - Jct Hwy 930	13.1	230	1.10	2	0	0	2	1.82	0	0
969-02	Jct Hwy 930 - Jcy Hwy 165	107.8	46	1.81	3	2	0	5	2.76	2	0
	Subtotal - Hwy 969	**120.9**		**2.91**	**5**	**2**	**0**	**7**	**2.41**	**2**	**0**
980-02	83.20 Km S of Armit Jct Hwy 3	83.2	20	0.61	1	1	0	2	3.29	3	0
981-01	Jct Hwy 980 - End	29.5	5	0.05	1	0	0	1	18.57	0	0
982-01	N of Swan Plain - Jct Hwy 983	26.7	30	0.29	2	0	0	2	6.84	0	0
982-02	Jct Hwy 983 - Jcy Hwy 9	30.6	28	0.31	0	0	0	0	0.00	0	0
	Subtotal - Hwy 969	**57.3**		**0.61**	**2**	**0**	**0**	**2**	**3.31**	**0**	**0**
983-02	Jct Hwy 982 - Jct Hwy 9	30.5	24	0.27	1	0	0	1	3.74	0	0
983-03	Jct Hwy 9 - Jct Hwy 984	26.3	20	0.19	2	0	0	2	10.42	0	0
	Subtotal - Hwy 983	**56.8**		**0.46**	**3**	**0**	**0**	**3**	**6.53**	**0**	**0**
984-01	9 Km S of Jct Hwy 983-Jct Hwy 23	15.5	39	0.22	1	0	0	1	4.53	0	0
	Other*				28	14	0	42		20	0
GRAND TOTAL		**23,225**		**7,341**	**4,076**	**1,061**	**68**	**5,205**	**0.71**	**1,710**	**85**

* Includes industrial access roads, northern tributaries, sub-connectors, service roads and not stated control sections.

Highway Collisions by Road Classification and Severity

Figure 11.2

Highway Road Classification	Collisions				Victims	
	Property Damage	Personal Injury	Fatal	Total	Injured	Killed
Major Arterial	1,516	502	30	2,048	811	39
Minor Arterial	1,402	312	16	1,730	492	17
Collector	929	199	17	1145	334	23
Local	229	48	5	282	73	6
TOTAL	**4,076**	**1,061**	**68**	**5,205**	**1,710**	**85**

2001 Traffic Collision Statistics
Urban communities with a population of 5,000 or more

Figure 11.3

Community	Population	Collisions				Acc/ 100 pop	Persons	
		Property Damage	Personal Injury	Fatal	Total		Injured	Killed
Estevan	10,905	255	19	0	274	2.51	23	0
Humboldt	5,572	64	16	0	80	1.44	19	0
Lloydminster	9,187	168	82	0	250	2.72	120	0
Meadow Lake	6,298	88	6	0	94	1.49	8	0
Melfort	5,970	57	13	0	70	1.17	18	0
Moose Jaw	34,236	714	141	4	859	2.51	194	4
Nipawin	5,024	57	8	0	65	1.29	12	0
North Battleford	15,572	294	72	0	366	2.35	97	0
Prince Albert	39,737	569	142	1	712	1.79	193	1
Regina	187,441	4,533	1,190	2	5,725	3.05	1,589	2
Saskatoon	209,264	6,201	1,035	8	7,244	3.46	1,321	8
Swift Current	16,100	280	41	0	321	1.99	62	0
Weyburn	10,139	198	25	0	223	2.20	34	0
Yorkton	16,898	256	78	0	334	1.98	111	0
Total	**572,343**	**13,734**	**2,868**	**15**	**16,617**	**2.90**	**3,801**	**15**

Populations are based on Saskatchewan Health Services Plan statistics.

The Traffic Accident Information System (TAIS) provides each city municipal engineering department with collision data specific to their city. This data, mostly in electronic form, enables each city to do a much more detailed analysis of their collisions. Many of them, in turn, summarize and publish their own collision statistics and internal analysis.

Additional information specific to any city may be obtained by contacting their respective engineering department. A listing of contacts for each city is provided below.

Estevan	Mr. Greg Wock	(306) 634-1823
Lloydminster	Mr. Ed Thornhill	(780) 871-8335
Melfort	Mr. Don Graham	(306) 752-5911
Melville	Mr. Dale Heshka	(306) 728-6865
Moose Jaw	Mr. Dorian Wandzura	(306) 694-4473
North Battleford	Mr. Randy Sterliloff	(306) 445-1735
Prince Albert	Mr. Ron Liebreich	(306) 953-4900
Regina	Mr. Allan Duff	(306) 777-7419
Saskatoon	Mr. Don Cook	(306) 975-2642
Swift Current	Mr. Bert Enman	(306) 778-2777
Weyburn	Mr. Robert Kinash	(306) 848-3230
Yorkton	Mr. Matt Bernatt	(306) 786-1730

Additional information is available from TAIS for any community wishing to do further analysis of the collisions in their respective areas.

2001 Pedestrian Collisions
In Urban Communities With a Population of 5,000 or More

Figure 11.4

Community	Collisions			Persons	
	Personal Injury	Fatal	Total	Injured	Killed
	2	0	2	2	0
Humboldt	0	0	0	0	0
Lloydminster	8	0	8	9	0
Meadow Lake	1	0	1	1	0
Melfort	3	0	3	3	0
Moose Jaw	16	0	16	18	0
Nipawin	3	0	3	4	0
North Battleford	7	0	7	7	0
Prince Albert	23	0	23	23	0
Regina	95	1	96	103	1
Saskatoon	120	1	121	128	2
Swift Current	4	0	4	5	0
Weyburn	2	0	2	2	0
Yorkton	9	0	9	9	0
Total	**293**	**2**	**295**	**314**	**3**

2001 Bicycle Collisions
In Urban Communities With a Population of 5,000 or More

Figure 11.5

Community	Collisions				Persons	
	Property Damage	Personal Injury	Fatal	Total	Injured	Killed
Estevan	0	1	0	1	1	0
Humboldt	0	0	0	0	0	0
Lloydminster	0	4	0	4	4	0
Meadow Lake	1	1	0	2	1	0
Melfort	0	1	0	1	1	0
Moose Jaw	1	10	0	11	10	0
Nipawin	0	0	0	0	0	0
North Battleford	2	3	0	5	3	0
Prince Albert	1	7	0	8	7	0
Regina	17	70	0	87	70	0
Saskatoon	23	57	1	81	58	1
Swift Current	0	2	0	2	2	0
Weyburn	0	6	0	6	6	0
Yorkton	0	2	0	2	2	0
Total	**45**	**164**	**1**	**210**	**165**	**1**

2001 Alcohol-Involved Collisions
In Urban Communities With a Population of 5,000 or More

Figure 11.6

Community	Collisions				Persons	
	Property Damage	Personal Injury	Fatal	Total	Injured	Killed
Estevan	5	2	0	7	3	0
Humboldt	4	2	0	6	5	0
Lloydminster	12	7	0	19	12	0
Meadow Lake	2	0	0	2	0	0
Melfort	1	1	0	2	2	0
Moose Jaw	29	11	2	42	19	2
Nipawin	2	1	0	3	1	0
North Battleford	20	5	0	25	7	0
Prince Albert	35	10	0	45	17	0
Regina	182	88	2	272	138	2
Saskatoon	189	37	2	228	51	2
Swift Current	7	5	0	12	9	0
Weyburn	5	2	0	7	5	0
Yorkton	7	6	0	13	15	0
Total	**500**	**177**	**6**	**683**	**284**	**6**

Traffic Collision Statistics by Intersection - Three Cities

Intersections Listed In Order Of 2001 Collision Frequency

Figure 11.7

Saskatoon	Traffic Control	Collisions 1999	Collisions 2000	Collisions 2001	Collisions/ 10 mil veh*
CIRCLE DR. & 22ND ST.	Traffic Signals	75	90	71	31.40
AVE. C & CIRCLE DR.	Traffic Signals	82	79	70	35.72
WARMAN RD. & LENORE DR.	Traffic Signals	37	52	50	35.78
IDYLWYLD DR & 22ND ST	Traffic Signals	51	25	45	22.09
MILLAR AVE. & CIRCLE DR.	Traffic Signals	40	48	45	22.62
CONFEDERATION DR & 22ND ST	Traffic Signals	58	48	43	24.08
FAITHFUL AVE & CIRCLE DR	Traffic Signals	44	28	40	22.43
CIRCLE DR. & ATTRIDGE DR.	Traffic Signals	27	42	40	18.83
AVE. P & 22ND ST.	Traffic Signals	34	37	37	22.39
COLLEGE DR & CIRCLE DR (EAST)	Traffic Signals	26	32	37	24.44
MILLAR AVE & 51ST ST	Traffic Signals	48	30	36	25.17
MCKERCHER DR & 8TH ST	Traffic Signals	34	32	35	32.61
3RD AVE & 33RD ST	Traffic Signals	19	28	34	27.45
ACADIA DR. & 8th ST.	Traffic Signals	56	53	34	22.90
DIEFENBAKER DR & 22ND ST	Traffic Signals	28	27	34	31.45
Regina					
ALBERT ST & SASKATCHEWAN DR	Traffic Signals	73	48	55	30.50
DEWDNEY AVE & LEWVAN DR	Traffic Signals	30	45	50	29.59
VICTORIA AVE & FLEET ST & UNIVERSITY PK DR	Traffic Signals	33	54	43	23.75
VICTORIA AVE & RING RD	Traffic Signals	42	28	37	13.81
4TH AVE & LEWVAN DR	Traffic Signals	44	38	36	22.83
ARCOLA AVE & VICTORIA AVE	Traffic Signals	34	36	30	20.00
PARK ST & VICTORIA AVE E	Traffic Signals	23	28	29	17.94
ALBERT ST & PARLIAMENT AVE	Traffic Signals	33	29	26	18.41
WINNIPEG ST & SASK DR & ARCOLA AVE	Traffic Signals	19	23	26	26.09
PRINCE OF WALES DR & VICTORIA AVE	Traffic Signals	9	23	25	23.06
ALBERT ST & GORDON RD	Traffic Signals	30	29	24	16.32
13TH AVE & LEWVAN DR	Traffic Signals	12	23	23	20.93
PASQUA ST N & RING RD & 9TH AVE N	Traffic Signals	35	44	22	13.51
ARCOLA AVE & HWY #1	Traffic Signals	23	22	22	11.77
VICTORIA AVE & WINNIPEG ST	Traffic Signals	24	18	22	17.32
Prince Albert					
2 AVE. W & 15 ST.	Traffic Signals	21	16	25	31.52
2 AVE. W & 28 ST.	Traffic Signals	8	14	16	25.05
15 AVE E & 15 ST	Traffic Signals	5	5	12	57.41
2 AVE. W & MARQUIS RD.	Traffic Signals	14	7	11	24.91
6 AVE. E & MARQUIS RD.	Traffic Signals	6	8	11	29.93
2 AVE. W & 12 ST.	Traffic Signals	15	11	10	20.15
6 AVE. E & 15 ST.	Traffic Signals	14	11	9	15.43
1 AVE W & 28 ST	Stop Signs (2)	3	4	8	29.31
6 AVE E & 22 ST	Traffic Signals	6	4	7	23.55
6 AVE 2 & 15 ST	Traffic Signals	7	8	7	28.20
2 AVE W & 30 ST	Traffic Signals	4	3	6	14.94
1 AVE W & 15 ST	Traffic Signals	12	8	5	10.47
1 AVE W & 22 ST	Stop Signs (2)	0	3	5	31.86
4 AVE W & 15 ST	Stop Signs (2)	3	4	5	18.81
4 AVE W & 22 ST	Stop Signs (2)	2	2	5	65.23

* Collisions per 10 million vehicles travelling through the location

2001 Traffic Collision Statistics
Urban communities with a population between 250 and 5,000

Figure 11.8

Community	Population	Collisions				Coll/ 100 pop	Persons	
		Property damage	Personal injury	Fatal	Total		injured	Killed
Aberdeen	674	3	0	0	3	0.45	0	0
Air Ronge	1,419	2	2	0	4	0.28	2	0
Alameda	331	3	1	0	4	1.21	1	0
Allan	788	2	0	0	2	0.25	0	0
Annaheim	280	0	0	0	0	0.00	0	0
Arborfield	453	1	0	0	1	0.22	0	0
Archerwill	321	0	0	0	0	0.00	0	0
Arcola	582	14	2	0	16	2.75	2	0
Asquith	765	5	0	0	5	0.65	0	0
Assiniboia	2,777	41	3	0	44	1.58	3	0
Avonlea	458	6	0	0	6	1.31	0	0
Balcarres	637	6	1	0	7	1.10	2	0
Balgonie	1,471	3	0	0	3	0.20	0	0
Battleford	4,089	24	8	0	32	0.78	13	0
Beauval	1,039	4	1	0	5	0.48	1	0
Beechy	360	2	0	0	2	0.56	0	0
Bengough	491	2	1	0	3	0.61	1	0
Bethune	443	3	0	0	3	0.68	0	0
Bienfait	1,002	2	0	0	2	0.20	0	0
Big River	1,043	7	3	0	10	0.96	5	0
Biggar	2,488	23	5	0	28	1.13	5	0
Birch Hills	1,182	3	0	0	3	0.25	0	0
Bjorkdale	292	3	0	0	3	1.03	0	0
Blaine Lake	577	3	1	0	4	0.69	2	0
Borden	342	1	0	0	1	0.29	0	0
Bredenbury	423	3	2	0	5	1.18	2	0
Broadview	638	7	2	0	9	1.41	2	0
Bruno	671	6	0	0	6	0.89	0	0
Buchanan	274	1	0	0	1	0.36	0	0
Buena Vista	353	2	1	0	3	0.85	1	0
Buffalo Narrows	1,453	16	3	0	19	1.31	4	0
Burstall	406	4	1	0	5	1.23	1	0
Cabri	592	3	0	0	3	0.51	0	0
Candle Lake	504	6	2	0	8	1.59	2	0
Canoe Narrows	645	0	0	0	0	0.00	0	0
Canora	2,396	29	5	0	34	1.42	5	0
Canwood	485	4	0	0	4	0.82	0	0
Carievale	293	2	0	0	2	0.68	0	0
Carlyle	1,464	30	5	0	35	2.39	5	0
Carnduff	1,071	19	0	0	19	1.77	0	0
Caronport	1,193	5	0	0	5	0.42	0	0
Carrot River	1,262	10	1	0	11	0.87	2	0
Central Butte	509	6	0	0	6	1.18	0	0
Chaplin	337	5	0	0	5	1.48	0	0
Choiceland	477	1	1	0	2	0.42	1	0
Churchbridge	885	5	1	0	6	0.68	2	0
Clavet	560	1	0	0	1	0.18	0	0
Codette	339	0	0	0	0	0.00	0	0
Coleville	338	1	0	0	1	0.30	0	0
Colonsay	520	1	0	0	1	0.19	0	0
Coronach	912	6	0	0	6	0.66	0	0
Craik	491	3	0	0	3	0.61	0	0
Craven	592	0	0	0	0	0.00	0	0
Creighton	1,790	9	1	0	10	0.56	1	0

2001 Traffic Collision Statistics
Urban communities with a population between 250 and 5,000

Figure 11.8

Community	Population	Collisions				Coll/ 100 pop	Persons	
		Property damage	Personal injury	Fatal	Total		Injured	Killed
Cudworth	820	7	0	0	7	0.85	0	0
Cumberland House	1,214	6	1	0	7	0.58	1	0
Cupar	667	2	0	0	2	0.30	0	0
Cut Knife	611	7	0	0	7	1.15	0	0
Dalmeny	1,763	5	2	0	7	0.40	3	0
Davidson	1,131	11	3	0	14	1.24	4	0
Debden	507	7	0	0	7	1.38	0	0
Delisle	1,171	2	2	0	4	0.34	3	0
Denare Beach	756	5	1	0	6	0.79	2	0
Deschambault Lake	695	3	0	0	3	0.43	0	0
Dillon	474	3	0	0	3	0.63	0	0
Dinsmore	396	2	0	0	2	0.51	0	0
Drake	272	0	0	0	0	0.00	0	0
Duck Lake	482	7	4	0	11	2.28	7	0
Dundurn	1,028	2	0	0	2	0.19	0	0
Dysart	297	0	0	0	0	0.00	0	0
Earl Grey	322	4	0	0	4	1.24	0	0
Eastend	662	10	0	0	10	1.51	0	0
Eatonia	576	4	0	0	4	0.69	0	0
Edam	466	4	0	0	4	0.86	0	0
Edenwold	304	1	0	0	1	0.33	0	0
Elbow	333	3	0	0	3	0.90	0	0
Elrose	598	5	0	0	5	0.84	0	0
Englefeld	300	2	0	0	2	0.67	0	0
Esterhazy	2,681	24	1	0	25	0.93	1	0
Eston	1,129	10	1	0	11	0.97	1	0
Fillmore	284	6	1	0	7	2.46	1	0
Flin Flon	267	2	1	0	3	1.12	1	0
Foam Lake	1,319	11	3	0	14	1.06	4	0
Fond Du Lac	550	3	0	0	3	0.55	0	0
Fort Qu'Appelle	2,246	42	5	0	47	2.09	11	0
Fox Valley	400	3	0	0	3	0.75	0	0
Frontier	355	4	0	0	4	1.13	0	0
Gainsborough	291	1	0	0	1	0.34	0	0
Glaslyn	452	6	1	0	7	1.55	1	0
Glenavon	256	2	0	0	2	0.78	0	0
Goodsoil	439	1	0	0	1	0.23	0	0
Govan	350	1	0	0	1	0.29	0	0
Gravelbourg	1,283	25	2	0	27	2.10	3	0
Green Lake	624	1	0	0	1	0.16	0	0
Grenfell	1,140	12	4	0	16	1.40	4	0
Gull Lake	1,209	22	2	0	24	1.99	2	0
Hafford	469	0	0	0	0	0.00	0	0
Hague	980	6	2	0	8	0.82	3	0
Hanley	546	3	0	0	3	0.55	0	0
Harris	270	0	0	0	0	0.00	0	0
Hepburn	603	0	0	0	0	0.00	0	0
Herbert	858	6	0	0	6	0.70	0	0
Hodgeville	268	1	0	0	1	0.37	0	0
Hudson Bay	2,260	33	0	0	33	1.46	0	0
Ile A La Crosse	1,551	5	1	0	6	0.39	2	0
Imperial	359	3	0	1	4	1.11	2	1
Indian Head	1,927	19	6	0	25	1.30	10	0
Invermay	318	2	0	0	2	0.63	0	0

2001 Traffic Collision Statistics
Urban communities with a population between 250 and 5,000

Figure 11.8

Community	Population	Collisions				Coll/ 100 pop	Persons	
		Property damage	Personal injury	Fatal	Total		Injured	Killed
Ituna	811	8	1	0	9	1.11	1	0
Kamsack	2,046	21	3	0	24	1.17	4	0
Kelliher	383	0	0	0	0	0.00	0	0
Kelvington	1,086	10	3	0	13	1.20	4	0
Kenaston	374	3	0	0	3	0.80	0	0
Kennedy	297	1	0	0	1	0.34	0	0
Kenosee Lake	292	6	0	0	6	2.05	0	0
Kerrobert	1,216	8	0	0	8	0.66	0	0
Kindersley	4,887	77	8	0	85	1.74	11	0
Kinistino	733	4	0	0	4	0.55	0	0
Kipling	1,069	15	1	0	16	1.50	1	0
Kyle	539	2	0	0	2	0.37	0	0
La Loche	2,874	24	6	0	30	1.04	7	0
La Ronge	4,436	21	4	0	25	0.56	4	0
Lafleche	520	3	1	0	4	0.77	1	0
Lake Lenore	378	2	0	0	2	0.53	0	0
Lampman	722	5	0	0	5	0.69	0	0
Langenburg	1,172	11	2	0	13	1.11	6	0
Langham	1,417	5	1	0	6	0.42	1	0
Lanigan	1,437	9	5	0	14	0.97	7	0
Lashburn	953	6	2	0	8	0.84	3	0
Leader	987	15	0	0	15	1.52	0	0
Leask	449	1	1	0	2	0.45	2	0
Lebret	326	0	1	0	1	0.31	1	0
Lemberg	365	1	0	0	1	0.27	0	0
Leoville	387	1	1	0	2	0.52	1	0
Leroy	445	2	0	0	2	0.45	0	0
Lipton	390	1	0	0	1	0.26	0	0
Loon Lake	406	4	2	0	6	1.48	2	0
Lucky Lake	405	3	1	0	4	0.99	1	0
Lumsden	1,934	21	0	0	21	1.09	0	0
Luseland	681	1	1	0	2	0.29	1	0
Macklin	1,453	14	1	0	15	1.03	1	0
Maidstone	1,178	14	0	0	14	1.19	0	0
Mankota	301	0	0	0	0	0.00	0	0
Manor	338	2	0	0	2	0.59	0	0
Maple Creek	2,609	44	3	0	47	1.80	3	0
Marsden	335	1	1	0	2	0.60	1	0
Marshall	800	4	0	0	4	0.50	0	0
Martensville	4,688	27	4	0	31	0.66	4	0
Maryfield	364	1	0	0	1	0.27	0	0
Mclean	332	1	0	0	1	0.30	0	0
Meath Park	335	2	0	0	2	0.60	0	0
Melville	4,650	67	14	1	82	1.76	22	1
Meota	427	2	0	0	2	0.47	0	0
Midale	605	2	0	0	2	0.33	0	0
Middle Lake	368	3	0	0	3	0.82	0	0
Milestone	632	2	1	0	3	0.47	1	0
Montmartre	492	4	0	0	4	0.81	0	0
Moosomin	2,560	40	3	0	43	1.68	6	0
Morse	313	2	0	0	2	0.64	0	0
Mortlach	336	1	0	0	1	0.30	0	0
Mossbank	430	7	1	0	8	1.86	2	0
Muenster	455	1	0	0	1	0.22	0	0

2001 Traffic Collision Statistics
Urban communities with a population between 250 and 5,000

Figure 11.8

Community	Population	Collisions				Coll/ 100 pop	Persons	
		Property damage	Personal injury	Fatal	Total		Injured	Killed
Naicam	875	8	0	0	8	0.91	0	0
Neilburg	532	4	0	0	4	0.75	0	0
Neudorf	322	0	0	0	0	0.00	0	0
Nokomis	475	3	0	0	3	0.63	0	0
Norquay	590	7	2	0	9	1.53	5	0
Odessa	322	0	1	0	1	0.31	1	0
Ogema	361	3	0	0	3	0.83	0	0
Osler	1,024	0	0	0	0	0.00	0	0
Outlook	2,401	22	3	0	25	1.04	5	0
Oxbow	1,241	15	0	0	15	1.21	0	0
Pangman	262	1	0	0	1	0.38	0	0
Paradise Hill	582	3	0	0	3	0.52	0	0
Pelican Narrows	1,328	4	0	0	4	0.30	0	0
Pelly	358	0	1	0	1	0.28	1	0
Pense	560	1	0	0	1	0.18	0	0
Perdue	494	3	1	0	4	0.81	1	0
Pierceland	618	7	0	0	7	1.13	0	0
Pilot Butte	2,045	14	0	0	14	0.68	0	0
Ponteix	591	7	1	0	8	1.35	2	0
Porcupine Plain	988	6	0	0	6	0.61	0	0
Preeceville	1,236	13	4	0	17	1.38	8	0
Prud'Homme	261	1	0	0	1	0.38	0	0
Punnichy	278	0	0	0	0	0.00	0	0
Qu'Appelle	781	1	1	0	2	0.26	1	0
Quill Lake	589	5	1	0	6	1.02	1	0
Radisson	477	3	2	0	5	1.05	2	0
Radville	795	5	0	0	5	0.63	0	0
Raymore	706	9	2	0	11	1.56	2	0
Redvers	1,023	15	1	0	16	1.56	1	0
Regina Beach	1,306	20	3	0	23	1.76	3	0
Rocanville	971	9	0	0	9	0.93	0	0
Rockglen	523	3	0	0	3	0.57	0	0
Rose Valley	452	3	0	0	3	0.66	0	0
Rosetown	2,723	44	5	0	49	1.80	6	0
Rosthern	1,548	14	2	0	16	1.03	2	0
Rouleau	481	3	0	0	3	0.62	0	0
Saltcoats	592	2	1	0	3	0.51	1	0
Sandy Bay	1,062	4	1	0	5	0.47	1	0
Sedley	377	5	0	0	5	1.33	0	0
Semans	273	4	0	0	4	1.47	0	0
Shaunavon	2,050	23	2	0	25	1.22	3	0
Shell Lake	345	3	0	0	3	0.87	0	0
Shellbrook	1,584	21	4	0	25	1.58	5	0
Silton	381	0	2	0	2	0.52	3	0
Southend	424	3	2	0	5	1.18	2	0
Southey	858	6	0	0	6	0.70	0	0
Spalding	330	3	1	0	4	1.21	1	0
Spiritwood	1,156	19	0	0	19	1.64	0	0
Springside	617	2	0	0	2	0.32	0	0
St Brieux	556	3	0	0	3	0.54	0	0
St Louis	545	5	0	0	5	0.92	0	0
St Walburg	769	6	0	0	6	0.78	0	0
Stanley Mission	447	2	0	0	2	0.45	0	0
Star City	551	2	0	0	2	0.36	0	0

2001 Traffic Collision Statistics
Urban communities with a population between 250 and 5,000

Figure 11.8

Community	Population	Collisions				Coll/ 100 pop	Persons	
		Property damage	Personal injury	Fatal	Total		Injured	Killed
Stockholm	381	3	0	0	3	0.79	0	0
Stony Rapids	838	1	0	0	1	0.12	0	0
Stoughton	763	14	2	0	16	2.10	2	0
Strasbourg	882	8	0	0	8	0.91	0	0
Sturgis	721	4	0	0	4	0.55	0	0
Theodore	437	2	0	0	2	0.46	0	0
Timber Bay	562	0	0	0	0	0.00	0	0
Tisdale	3,506	29	6	0	35	1.00	8	0
Tompkins	256	1	1	0	2	0.78	2	0
Turnor Lake	372	0	0	0	0	0.00	0	0
Turtleford	601	5	1	0	6	1.00	2	0
Unity	2,425	25	4	0	29	1.20	4	0
Vanscoy	596	3	1	0	4	0.67	1	0
Vibank	456	2	0	0	2	0.44	0	0
Viscount	337	3	0	0	3	0.89	0	0
Vonda	368	1	0	0	1	0.27	0	0
Wadena	1,437	11	0	0	11	0.77	0	0
Wakaw	1,041	6	0	0	6	0.58	0	0
Waldeck	383	0	0	0	0	0.00	0	0
Waldheim	1,043	3	0	0	3	0.29	0	0
Wapella	421	4	1	0	5	1.19	2	0
Warman	3,789	19	6	0	25	0.66	7	0
Watrous	2,099	22	2	0	24	1.14	5	0
Watson	906	4	0	0	4	0.44	0	0
Wawota	608	3	2	0	5	0.82	2	0
Weldon	263	0	0	0	0	0.00	0	0
White City	1,361	5	1	0	6	0.44	1	0
White Fox	540	0	0	0	0	0.00	0	0
Whitewood	997	18	1	0	19	1.91	2	0
Wilcox	382	1	0	0	1	0.26	0	0
Wilkie	1,382	4	0	0	4	0.29	0	0
Willow Bunch	438	1	0	0	1	0.23	0	0
Windthorst	286	1	0	0	1	0.35	0	0
Wollaston Lake	762	1	0	0	1	0.13	0	0
Wolseley	875	7	1	0	8	0.91	1	0
Wynyard	2,141	22	6	0	28	1.31	10	0
Yellow Grass	477	4	0	0	4	0.84	0	0
Young	385	2	0	0	2	0.52	0	0
Zenon Park	300	0	0	0	0	0.00	0	0
Total	**224,977**	**1,844**	**246**	**2**	**2,092**	**0.93**	**335**	**2**

Summary of Urban Collisions

Communities under 250	29,151	131	14	1	146	0.50	16	1
Communities 250 to 5,000	224,977	1,844	246	2	2,092	0.93	335	2
Communities over 5,000	572,343	13,734	2,868	15	16,617	2.90	3,801	15
Total - All Communities	**826,471**	**15,709**	**3,128**	**18**	**18,855**	**2.28**	**4,152**	**18**

Populations are based on Saskatchewan Health Services Plan statistics.

2001 Traffic Collision Statistics by Rural Municipality

Figure 11.9

	Rural Municipality	Census Population	Travel MvKm	Collisions: Property Damage	Collisions: Personal Injury	Collisions: Fatal	Collisions: Total	Acc/ MvKm	Acc/ 100pop	Victims: Injured	Victims: Killed
001	Argyle	250	4.52	3	0	0	3	0.66	1.20	0	0
002	Mount Pleasant	375	8.55	14	1	0	15	1.75	4.00	1	0
003	Enniskillen	458	7.78	11	2	0	13	1.67	2.84	3	0
004	Coalfields	322	9.61	13	3	0	16	1.66	4.97	3	0
005	Estevan	780	8.38	21	6	0	27	3.22	3.46	6	0
006	Cambria	254	3.58	3	0	0	3	0.84	1.18	0	0
007	Souris Valley	379	4.67	5	2	0	7	1.50	1.85	2	0
008	Lake Alma	275	3.67	5	1	0	6	1.63	2.18	1	0
009	Surprise Valley	204	2.53	4	2	0	6	2.37	2.94	4	0
010	Happy Valley	220	1.12	3	0	0	3	2.67	1.36	0	0
011	Hart Butte	278	5.84	7	3	0	10	1.71	3.60	4	0
012	Poplar Valley	242	3.47	8	0	0	8	2.30	3.31	0	0
017	Val Marie	468	5.20	6	1	0	7	1.35	1.50	1	0
018	Lone Tree	176	2.33	1	1	0	2	0.86	1.14	2	0
019	Frontier	280	3.81	4	1	0	5	1.31	1.79	2	0
031	Storthoaks	384	4.84	10	3	0	13	2.69	3.39	7	0
032	Reciprocity	381	9.06	10	4	0	14	1.55	3.67	7	0
033	Moose Creek	346	9.52	1	1	0	2	0.21	0.58	1	0
034	Browning	487	14.38	23	4	0	27	1.88	5.54	5	0
035	Benson	339	8.38	14	3	0	17	2.03	5.01	7	0
036	Cymri	397	15.68	8	8	0	16	1.02	4.03	12	0
037	Lomond	285	10.32	11	2	0	13	1.26	4.56	3	0
038	Laurier	364	7.09	11	0	0	11	1.55	3.02	0	0
039	The Gap	243	3.98	7	1	0	8	2.01	3.29	6	0
040	Bengough	327	5.53	14	0	0	14	2.53	4.28	0	0
042	Willow Bunch	459	5.26	8	4	0	12	2.28	2.61	5	0
043	Old Post	407	4.76	6	2	0	8	1.68	1.97	3	0
044	Waverley	328	4.05	3	3	0	6	1.48	1.83	5	0
045	Mankota	466	4.68	4	1	0	5	1.07	1.07	1	0
046	Glen McPherson	122	1.49	2	0	0	2	1.34	1.64	0	0
049	White Valley	529	11.15	23	2	0	25	2.24	4.73	2	0
051	Reno	408	5.44	5	1	0	6	1.10	1.47	1	0
061	Antler	536	8.07	11	5	0	16	1.98	2.99	7	0
063	Moose Mountain	479	8.02	9	1	0	10	1.25	2.09	1	0
064	Brock	283	9.57	12	2	0	14	1.46	4.95	3	0
065	Tecumseh	322	6.48	7	0	0	7	1.08	2.17	0	0
066	Griffin	370	9.33	9	0	0	9	0.96	2.43	0	0
067	Weyburn	666	8.59	7	2	0	9	1.05	1.35	2	0
068	Brokenshell	282	3.64	10	0	0	10	2.74	3.55	0	0
069	Norton	246	4.00	2	0	0	2	0.50	0.81	0	0
070	Key West	366	5.24	10	2	0	12	2.29	3.28	2	0
071	Excel	511	5.67	4	2	0	6	1.06	1.17	3	0
072	Lake of Rivers	307	7.33	5	3	0	8	1.09	2.61	3	0
073	Stonehenge	480	5.59	7	1	0	8	1.43	1.67	1	0
074	Wood River	305	4.06	3	1	0	4	0.98	1.31	2	0
075	Pinto Creek	236	4.04	5	1	0	6	1.49	2.54	1	0
076	Auvergne	353	5.26	5	1	0	6	1.14	1.70	3	0
077	Wise Creek	266	2.62	8	0	0	8	3.05	3.01	0	0

2001 Traffic Collision Statistics by Rural Municipality

Figure 11.9

	Rural Municipality	Census Population	Travel MvKm	Collisions: Property Damage	Collisions: Personal Injury	Collisions: Fatal	Collisions: Total	Acc/ MvKm	Acc/ 100pop	Victims: Injured	Victims: Killed
078	Grassy Creek	294	3.30	5	1	0	6	1.82	2.04	1	0
079	Arlington	277	5.08	6	0	0	6	1.18	2.17	0	0
091	Maryfield	376	5.48	9	1	0	10	1.83	2.66	1	0
092	Walpole	408	7.32	9	1	0	10	1.37	2.45	1	0
093	Wawken	457	7.22	14	2	0	16	2.22	3.50	2	0
094	Hazelwood	301	8.65	13	1	0	14	1.62	4.65	1	0
095	Golden West	381	8.69	8	1	0	9	1.04	2.36	1	0
096	Fillmore	288	8.25	9	1	0	10	1.21	3.47	1	0
097	Wellington	347	4.79	3	1	0	4	0.84	1.15	1	0
098	Scott	234	6.09	5	0	1	6	0.99	2.56	0	1
099	Caledonia	318	4.88	2	0	0	2	0.41	0.63	0	0
100	Elmsthorpe	293	4.97	8	2	0	10	2.01	3.41	2	0
101	Terrell	302	3.94	2	1	0	3	0.76	0.99	1	0
102	Lake Johnston	182	3.22	2	4	0	6	1.87	3.30	4	0
103	Sutton	253	5.70	8	1	0	9	1.58	3.56	2	0
104	Gravelbourg	403	4.19	13	1	0	14	3.34	3.47	1	0
105	Glen Bain	306	3.55	2	0	0	2	0.56	0.65	0	0
106	Whiska Creek	436	4.10	7	1	0	8	1.95	1.83	1	0
107	Lac Pelletier	359	4.21	5	1	0	6	1.42	1.67	1	0
108	Bone Creek	395	6.16	7	2	0	9	1.46	2.28	8	0
109	Carmichael	460	5.16	3	0	0	3	0.58	0.65	0	0
110	Piapot	310	8.20	11	2	0	13	1.59	4.19	5	0
111	Maple Creek	908	13.52	23	4	0	27	2.00	2.97	6	0
121	Moosomin	436	7.21	11	4	0	15	2.08	3.44	5	0
122	Martin	305	7.77	12	1	0	13	1.67	4.26	1	0
123	Silverwood	540	8.41	11	1	0	12	1.43	2.22	1	0
124	Kingsley	493	9.60	16	2	0	18	1.87	3.65	2	0
125	Chester	454	6.61	11	0	0	11	1.66	2.42	0	0
126	Montmartre	504	8.75	15	2	0	17	1.94	3.37	2	0
127	Francis	701	9.12	9	1	0	10	1.10	1.43	1	0
128	Lajord	1,058	8.24	7	0	0	7	0.85	0.66	0	0
129	Bratt's Lake	197	5.61	7	1	0	8	1.43	4.06	3	0
130	Redburn	233	6.28	4	1	1	6	0.96	2.58	2	1
131	Baildon	518	6.02	4	3	0	7	1.16	1.35	3	0
132	Hillsborough	154	0.80	0	0	0	0	0.00	0.00	0	0
133	Rodgers	134	2.50	3	0	0	3	1.20	2.24	0	0
134	Shamrock	237	2.72	2	1	0	3	1.10	1.27	1	0
135	Lawtonia	361	4.09	5	2	0	7	1.71	1.94	2	0
136	Coulee	663	4.40	0	0	0	0	0.00	0.00	0	0
137	Swift Current	1,338	10.18	9	5	1	15	1.47	1.12	7	1
138	Webb	388	7.10	10	1	0	11	1.55	2.84	4	0
139	Gull Lake	255	5.02	12	1	0	13	2.59	5.10	1	0
141	Big Stick	177	2.84	4	1	1	6	2.11	3.39	3	1
142	Enterprise	218	6.75	7	0	0	7	1.04	3.21	0	0
151	Rocanville	521	7.13	17	0	0	17	2.38	3.26	0	0
152	Spy Hill	399	5.99	16	2	0	18	3.00	4.51	2	0
153	Willowdale	315	5.09	7	1	1	9	1.77	2.86	4	1
154	Elcapo	546	10.95	18	2	0	20	1.83	3.66	2	0

2001 Traffic Collision Statistics by Rural Municipality

Figure 11.9

	Rural Municipality	Census Population	Travel MvKm	Collisions: Property Damage	Collisions: Personal Injury	Collisions: Fatal	Collisions: Total	Acc/ MvKm	Acc/ 100pop	Victims: Injured	Victims: Killed
155	Wolseley	465	8.30	11	0	0	11	1.33	2.37	0	0
156	Indian Head	309	9.87	16	3	0	19	1.93	6.15	3	0
157	South Qu'Appelle	852	7.80	5	2	0	7	0.90	0.82	2	0
158	Edenwold	2,502	17.06	27	4	1	32	1.88	1.28	8	1
159	Sherwood	479	29.74	25	13	0	38	1.28	7.93	25	0
160	Pense	456	10.98	4	4	0	8	0.73	1.75	6	0
161	Moose Jaw	566	9.06	13	8	1	22	2.43	3.89	20	1
162	Caron	453	4.24	1	2	0	3	0.71	0.66	2	0
163	Wheatlands	177	3.71	2	0	0	2	0.54	1.13	0	0
164	Chaplin	148	2.71	2	0	0	2	0.74	1.35	0	0
165	Morse	482	7.13	13	2	0	15	2.10	3.11	2	0
166	Excelsior	798	9.38	7	1	0	8	0.85	1.00	1	0
167	Saskatchewan Landing	421	4.86	0	1	1	2	0.41	0.48	2	1
168	Riverside	491	11.72	4	2	0	6	0.51	1.22	2	0
169	Pittville	243	4.84	3	1	0	4	0.83	1.65	1	0
171	Fox Valley	372	6.36	6	0	0	6	0.94	1.61	0	0
181	Langenburg	686	7.64	16	0	0	16	2.10	2.33	0	0
183	Fertile Belt	845	10.35	24	2	1	27	2.61	3.20	2	1
184	Grayson	529	7.24	6	2	0	8	1.10	1.51	3	0
185	McLeod	592	8.73	6	2	0	8	0.92	1.35	4	0
186	Abernethy	385	6.68	11	2	0	13	1.95	3.38	2	0
187	North Qu'Appelle	446	8.25	14	3	0	17	2.06	3.81	3	0
189	Lumsden	731	14.08	28	4	0	32	2.27	4.38	6	0
190	Dufferin	487	6.56	4	1	0	5	0.76	1.03	2	0
191	Marquis	288	4.72	3	1	0	4	0.85	1.39	2	0
193	Eyebrow	228	4.01	1	2	0	3	0.75	1.32	3	0
194	Enfield	354	5.33	6	1	0	7	1.31	1.98	2	0
211	Churchbridge	704	6.00	9	2	0	11	1.83	1.56	2	0
213	Saltcoats	678	7.29	18	1	0	19	2.61	2.80	1	0
214	Cana	882	5.20	2	1	0	3	0.58	0.34	3	0
215	Stanley	554	8.07	1	3	1	5	0.62	0.90	5	1
216	Tullymet	286	3.70	0	1	0	1	0.27	0.35	1	0
217	Lipton	405	5.89	4	3	0	7	1.19	1.73	4	0
218	Cupar	490	7.76	7	0	0	7	0.90	1.43	0	0
219	Longlaketon	802	10.62	23	2	0	25	2.35	3.12	3	0
220	McKillop	425	6.36	12	1	0	13	2.04	3.06	3	0
221	Sarnia	286	6.73	8	2	0	10	1.49	3.50	2	0
222	Craik	294	7.81	5	1	0	6	0.77	2.04	1	0
223	Huron	228	3.44	4	0	0	4	1.16	1.75	0	0
224	Maple Bush	167	4.36	5	1	0	6	1.38	3.59	1	0
225	Canaan	171	3.61	5	0	0	5	1.39	2.92	0	0
226	Victory	455	4.09	10	2	0	12	2.93	2.64	4	0
228	Lacadena	695	8.28	11	1	0	12	1.45	1.73	1	0
229	Miry Creek	476	7.16	2	2	0	4	0.56	0.84	2	0
230	Clinworth	249	5.89	10	1	0	11	1.87	4.42	2	0
231	Happyland	366	8.13	8	2	0	10	1.23	2.73	5	0
232	Deer Forks	215	3.84	2	0	0	2	0.52	0.93	0	0
241	Calder	409	3.08	6	0	0	6	1.95	1.47	0	0

2001 Traffic Collision Statistics by Rural Municipality

Figure 11.9

	Rural Municipality	Census Population	Travel MvKm	Collisions: Property Damage	Collisions: Personal Injury	Collisions: Fatal	Collisions: Total	Acc/ MvKm	Acc/ 100pop	Victims: Injured	Victims: Killed
243	Wallace	754	8.04	5	3	0	8	1.00	1.06	5	0
244	Orkney	1,017	9.88	8	2	0	10	1.01	0.98	3	0
245	Garry	451	4.37	4	1	0	5	1.15	1.11	1	0
246	Ituna Bon Accord	482	5.00	2	3	0	5	1.00	1.04	3	0
247	Kellross	422	6.62	4	2	1	7	1.06	1.66	3	1
248	Touchwood	310	6.30	11	0	0	11	1.75	3.55	0	0
250	Last Mountain Valley	323	6.85	7	0	0	7	1.02	2.17	0	0
251	Big Arm	255	4.89	3	2	0	5	1.02	1.96	2	0
252	Arm River	261	7.06	7	3	1	11	1.56	4.21	8	1
253	Willner	285	4.16	5	2	0	7	1.68	2.46	2	0
254	Loreburn	351	5.98	5	1	0	6	1.00	1.71	1	0
255	Coteau	410	5.67	7	2	0	9	1.59	2.20	4	0
256	King George	216	2.94	2	0	0	2	0.68	0.93	0	0
257	Monet	521	7.03	6	0	0	6	0.85	1.15	0	0
259	Snipe Lake	495	8.13	1	0	0	1	0.12	0.20	0	0
260	Newcombe	301	5.51	3	1	0	4	0.73	1.33	1	0
261	Chesterfield	456	7.95	9	2	0	11	1.38	2.41	3	0
271	Cote	525	4.64	8	3	0	11	2.37	2.10	3	0
273	Sliding Hills	523	8.81	9	0	0	9	1.02	1.72	0	0
274	Goodlake	546	7.81	6	2	0	8	1.02	1.47	3	0
275	Insinger	457	6.28	3	2	0	5	0.80	1.09	3	0
276	Foam Lake	716	10.09	12	3	0	15	1.49	2.09	6	0
277	Emerald	550	5.57	3	2	0	5	0.90	0.91	2	0
278	Kutawa	303	7.97	9	3	1	13	1.63	4.29	6	2
279	Mount Hope	500	7.97	5	0	0	5	0.63	1.00	0	0
280	Wreford	190	5.46	2	2	0	4	0.73	2.11	5	0
281	Wood Creek	288	4.26	7	2	0	9	2.11	3.13	3	0
282	McCraney	381	5.23	2	2	0	4	0.76	1.05	3	0
283	Rosedale	442	6.05	5	3	0	8	1.32	1.81	4	0
284	Rudy	354	5.30	6	2	0	8	1.51	2.26	3	0
285	Fertile Valley	523	4.77	10	3	1	14	2.93	2.68	6	1
286	Milden	259	4.92	12	2	0	14	2.85	5.41	2	0
287	St Andrews	484	7.43	3	3	0	6	0.81	1.24	3	0
288	Pleasant Valley	404	3.29	2	1	0	3	0.91	0.74	1	0
290	Kindersley	859	13.83	9	6	0	15	1.08	1.75	8	0
292	Milton	166	4.65	0	2	0	2	0.43	1.20	2	0
301	St Philips	293	3.01	3	1	0	4	1.33	1.37	1	0
303	Keys	370	5.34	8	1	0	9	1.69	2.43	1	0
304	Buchanan	448	4.92	7	1	0	8	1.63	1.79	1	0
305	Invermay	409	5.98	6	1	0	7	1.17	1.71	1	0
307	Elfros	498	6.72	7	7	0	14	2.08	2.81	9	0
308	Big Quill	600	9.27	9	5	0	14	1.51	2.33	8	0
309	Prairie Rose	283	6.26	2	0	0	2	0.32	0.71	0	0
310	Usborne	484	11.63	13	3	1	17	1.46	3.51	7	1
312	Morris	383	10.51	5	5	2	12	1.14	3.13	11	2
313	Lost River	188	5.43	2	2	0	4	0.74	2.13	3	0
314	Dundurn	359	5.80	5	3	0	8	1.38	2.23	4	0
315	Montrose	371	4.07	3	1	0	4	0.98	1.08	2	0

2001 Traffic Collision Statistics by Rural Municipality

Figure 11.9

	Rural Municipality	Census Population	Travel MvKm	Collisions: Property Damage	Collisions: Personal Injury	Collisions: Fatal	Collisions: Total	Acc/ MvKm	Acc/ 100pop	Victims: Injured	Victims: Killed
316	Harris	206	4.78	6	1	0	7	1.46	3.40	2	0
317	Marriott	437	4.01	6	4	0	10	2.49	2.29	7	0
318	Mountain View	260	4.22	6	0	0	6	1.42	2.31	0	0
319	Winslow	328	7.45	3	2	0	5	0.67	1.52	3	0
320	Oakdale	275	8.21	6	0	0	6	0.73	2.18	0	0
321	Prairiedale	261	5.84	1	1	0	2	0.34	0.77	1	0
322	Antelope Park	186	2.96	2	2	0	4	1.35	2.15	3	0
331	Livingstone	405	5.47	5	1	0	6	1.10	1.48	1	0
333	Clayton	744	8.75	11	2	0	13	1.49	1.75	2	0
334	Preeceville	963	10.78	11	5	0	16	1.48	1.66	7	0
335	Hazel Dell	726	6.63	4	0	2	6	0.91	0.83	0	2
336	Sasman	926	11.13	9	4	0	13	1.17	1.40	6	0
337	Lakeview	492	7.38	7	3	0	10	1.35	2.03	6	0
338	Lakeside	413	5.93	6	1	0	7	1.18	1.69	1	0
339	Leroy	587	11.10	4	3	0	7	0.63	1.19	6	0
340	Wolverine	443	6.80	2	4	0	6	0.88	1.35	8	0
341	Viscount	414	6.30	3	5	0	8	1.27	1.93	7	0
342	Colonsay	269	4.00	3	2	0	5	1.25	1.86	6	0
343	Blucher	623	8.51	4	3	0	7	0.82	1.12	5	0
344	Corman Park	3,936	69.23	89	33	1	123	1.78	3.13	47	1
345	Vanscoy	1,695	12.73	14	5	0	19	1.49	1.12	7	0
346	Perdue	379	5.06	8	5	0	13	2.57	3.43	5	0
347	Biggar	920	6.45	14	2	0	16	2.48	1.74	3	0
349	Grandview	414	5.35	3	2	0	5	0.94	1.21	5	0
350	Mariposa	291	2.68	0	0	0	0	0.00	0.00	0	0
351	Progress	349	7.44	4	2	0	6	0.81	1.72	2	0
352	Heart's Hill	290	9.21	3	0	0	3	0.33	1.03	0	0
366	Kelvington	519	7.73	7	2	0	9	1.16	1.73	2	0
367	Ponass Lake	610	8.58	7	1	1	9	1.05	1.48	1	1
368	Spalding	514	9.06	6	4	0	10	1.10	1.95	4	0
369	St Peter	816	12.68	8	4	2	14	1.10	1.72	7	2
370	Humboldt	822	11.43	6	3	0	9	0.79	1.09	4	0
371	Bayne	518	7.50	7	1	0	8	1.07	1.54	2	0
372	Grant	490	4.74	2	3	0	5	1.06	1.02	9	0
373	Aberdeen	485	6.68	4	6	0	10	1.50	2.06	9	0
376	Eagle Creek	427	4.32	9	0	0	9	2.08	2.11	0	0
377	Glenside	283	3.83	3	1	1	5	1.31	1.77	2	1
378	Rosemount	208	2.45	0	0	0	0	0.00	0.00	0	0
379	Reford	338	4.25	1	1	0	2	0.47	0.59	2	0
380	Tramping Lake	307	3.27	1	2	0	3	0.92	0.98	2	0
381	Grass Lake	152	5.76	6	2	0	8	1.39	5.26	3	0
382	Eye Hill	622	7.92	9	2	2	13	1.64	2.09	4	3
394	Hudson Bay	1,156	6.50	16	2	0	18	2.77	1.56	2	0
395	Porcupine	1,004	13.11	13	1	0	14	1.07	1.39	3	0
397	Barrier Valley	485	6.23	4	2	0	6	0.96	1.24	2	0
398	Pleasantdale	578	8.75	9	3	0	12	1.37	2.08	3	0
399	Lake Lenore	483	7.61	7	2	0	9	1.18	1.86	4	0
400	Three Lakes	528	10.37	5	1	0	6	0.58	1.14	1	0

2001 Traffic Collision Statistics by Rural Municipality

Figure 11.9

	Rural Municipality	Census Population	Travel MvKm	Collisions: Property Damage	Collisions: Personal Injury	Collisions: Fatal	Collisions: Total	Acc/ MvKm	Acc/ 100pop	Victims: Injured	Victims: Killed
401	Hoodoo	571	9.70	3	1	0	4	0.41	0.70	1	0
402	Fish Creek	320	5.42	5	2	0	7	1.29	2.19	3	0
403	Rosthern	1,475	14.62	11	3	0	14	0.96	0.95	4	0
404	Laird	806	8.99	14	1	0	15	1.67	1.86	1	0
405	Great Bend	420	6.45	9	0	0	9	1.39	2.14	0	0
406	Mayfield	416	3.16	3	2	0	5	1.58	1.20	2	0
409	Buffalo	436	8.71	1	2	0	3	0.34	0.69	2	0
410	Round Valley	604	4.60	5	1	0	6	1.30	0.99	3	0
411	Senlac	235	4.02	10	0	3	13	3.23	5.53	4	3
426	Bjorkdale	882	9.73	11	2	0	13	1.34	1.47	3	0
427	Tisdale	964	7.43	10	3	0	13	1.75	1.35	5	0
428	Star City	849	12.45	9	6	0	15	1.20	1.77	10	0
429	Flett Springs	707	9.39	4	0	0	4	0.43	0.57	0	0
430	Invergordon	646	6.27	2	1	0	3	0.48	0.46	1	0
431	St Louis	971	9.27	9	4	0	13	1.40	1.34	4	0
434	Blaine Lake	306	5.62	4	1	0	5	0.89	1.63	1	0
435	Redberry	408	5.87	9	4	1	14	2.38	3.43	7	1
436	Douglas	374	3.96	7	0	0	7	1.77	1.87	0	0
437	North Battleford	593	4.77	3	2	0	5	1.05	0.84	2	0
438	Battle River	1,040	6.72	7	1	0	8	1.19	0.77	2	0
439	Cut Knife	428	6.93	15	3	0	18	2.60	4.21	5	0
440	Hillsdale	524	8.93	15	5	0	20	2.24	3.82	13	0
442	Manitou Lake	471	9.04	16	2	1	19	2.10	4.03	4	1
456	Arborfield	420	6.15	7	1	0	8	1.30	1.90	2	0
457	Connaught	660	6.84	2	2	1	5	0.73	0.76	2	1
458	Willow Creek	782	7.63	4	4	0	8	1.05	1.02	5	0
459	Kinistino	697	12.86	7	4	0	11	0.86	1.58	5	0
460	Birch Hills	636	6.15	5	2	0	7	1.14	1.10	3	0
461	Prince Albert	1,577	10.46	10	4	0	14	1.34	0.89	6	0
463	Duck Lake	816	5.68	10	0	1	11	1.94	1.35	5	1
464	Leask	630	12.82	19	4	0	23	1.79	3.65	5	0
466	Meeting Lake	509	5.02	11	0	0	11	2.19	2.16	0	0
467	Round Hill	336	3.93	2	1	0	3	0.76	0.89	2	0
468	Meota	675	7.67	6	3	0	9	1.17	1.33	4	0
469	Turtle River	322	7.92	1	3	0	4	0.51	1.24	4	0
470	Paynton	301	3.73	0	0	0	0	0.00	0.00	0	0
471	Eldon	632	12.09	6	5	2	13	1.08	2.06	7	2
472	Wilton	1,308	19.73	26	9	0	35	1.81	2.68	13	0
486	Moose Range	1,049	9.56	15	2	1	18	1.88	1.72	2	1
487	Nipawin	976	13.07	6	3	1	10	0.77	1.02	4	1
488	Torch River	1,460	17.92	11	3	0	14	0.78	0.96	3	0
490	Garden River	528	6.90	5	1	0	6	0.87	1.14	1	0
491	Buckland	2,461	12.80	12	4	0	16	1.25	0.65	5	0
493	Shellbrook	1,456	13.26	9	5	1	15	1.13	1.03	14	2
494	Canwood	1,371	18.63	28	8	0	36	1.93	2.63	12	0
496	Spiritwood	1,233	12.90	37	6	1	44	3.41	3.57	10	1
497	Medstead	489	4.98	12	2	0	14	2.81	2.86	5	0
498	Parkdale	555	7.43	8	3	0	11	1.48	1.98	4	0

2001 Traffic Collision Statistics by Rural Municipality

Figure 11.9

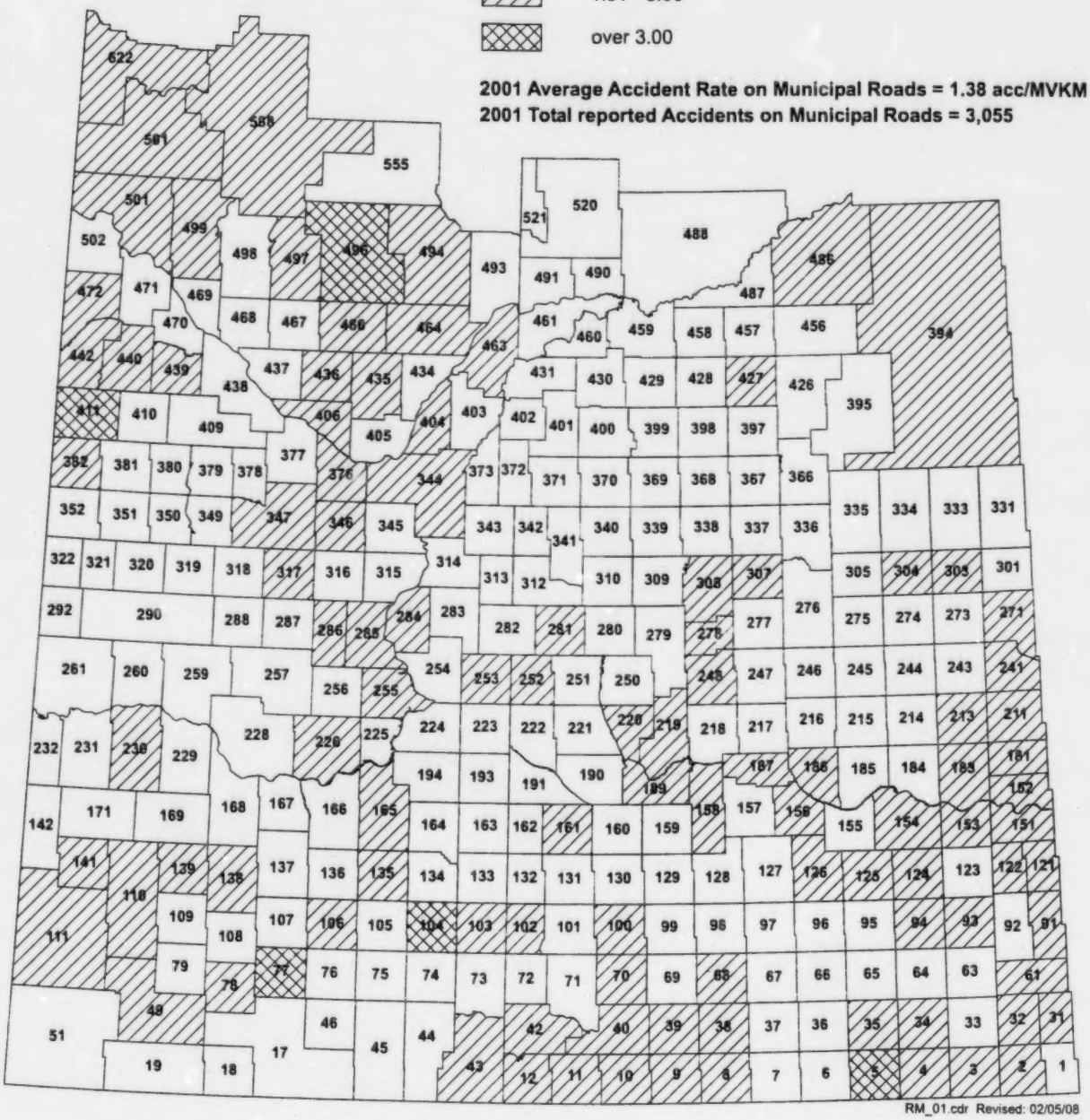
	Rural Municipality	Census Population	Travel MvKm	Collisions: Property Damage	Collisions: Personal Injury	Collisions: Fatal	Collisions: Total	Acc/ MvKm	Acc/ 100pop	Victims: Injured	Victims: Killed
499	Mervin	1,160	18.68	27	5	0	32	1.71	2.76	10	0
501	Frenchman Butte	1,268	12.28	26	3	3	32	2.61	2.52	4	3
502	Britannia	1,163	18.14	7	8	0	15	0.83	1.29	10	0
520	Paddockwood	725	8.53	6	5	0	11	1.29	1.52	6	0
521	Lakeland	1,009	2.80	2	0	0	2	0.72	0.20	0	0
555	Big River	709	7.91	9	2	0	11	1.39	1.55	4	0
561	Loon Lake	674	7.83	18	1	0	19	2.43	2.82	1	0
588	Meadow Lake	2,026	14.33	24	3	0	27	1.88	1.33	5	0
622	Beaver River	879	7.13	17	1	0	18	2.52	2.05	1	0
Totals		**155,677**	**2,179**	**2,396**	**617**	**42**	**3,055**	**1.40**	**1.96**	**945**	**45**

2001 Traffic Accident Rates
by Rural Municipality

Legend

Accidents per Million Vehicle km of Travel	
	0 - 1.50
	1.51 - 3.00
	over 3.00

2001 Average Accident Rate on Municipal Roads = 1.38 acc/MVKM
2001 Total reported Accidents on Municipal Roads = 3,055



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Other Provinces

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Other Provinces

A new vision for improving road safety in Canada was approved by the council of Ministers responsible for Highway and Transportation Safety in 2000. Canada's Road Safety Vision 2010 is a national undertaking, under the auspices of the Canadian Council of Motor Transport Administrators (CCMTA), to make Canada's roads the safest in the world. It emphasizes a range of initiatives that focus on road users, roadways and motor vehicles. The goals of Vision 2010 are to:

- Raise public awareness of road safety issues;
- Improve communication, cooperation and collaboration among safety agencies;
- Enhance enforcement measures; and
- Improve national collision data quality and collection.

The national target for Vision 2010 calls for a decrease of 30 per cent in the average number of road users killed or seriously injured during the years 2008-2010 as compared to 1996-2001.

A number of sub-targets have also been established to help achieve this 30 per cent decrease in casualties. They include an increase in the proper use of seat belts and child restraint systems. Sub-targets have also been established for the reduction of casualties resulting from the non-use of restraint systems, drinking and driving, speed and intersection-related crashes, high-risk driver behaviours, casualties on rural roads and crashes involving young drivers, riders and commercial carriers.

The initiatives outlined in Vision 2010 provide a roadmap for identifying and dealing with the key road safety issues facing the different Canadian jurisdictions. Saskatchewan and the other Canadian jurisdictions are committed to the objectives of Vision 2010 and are working on implementing the relevant road safety initiatives to help meet the national targets.

A National Collision Database (NCDB) has been set up and is maintained by Transport Canada for collision analysis and the monitoring of these targets.

A complete listing of targets and the action plan of the Road Safety Vision 2010 are available from Transport Canada. Collision statistics and further information may be obtained by calling Transport Canada toll-free at 1-800-333-0371 or checking their Web site at www.tc.gc.ca/roadsafety.

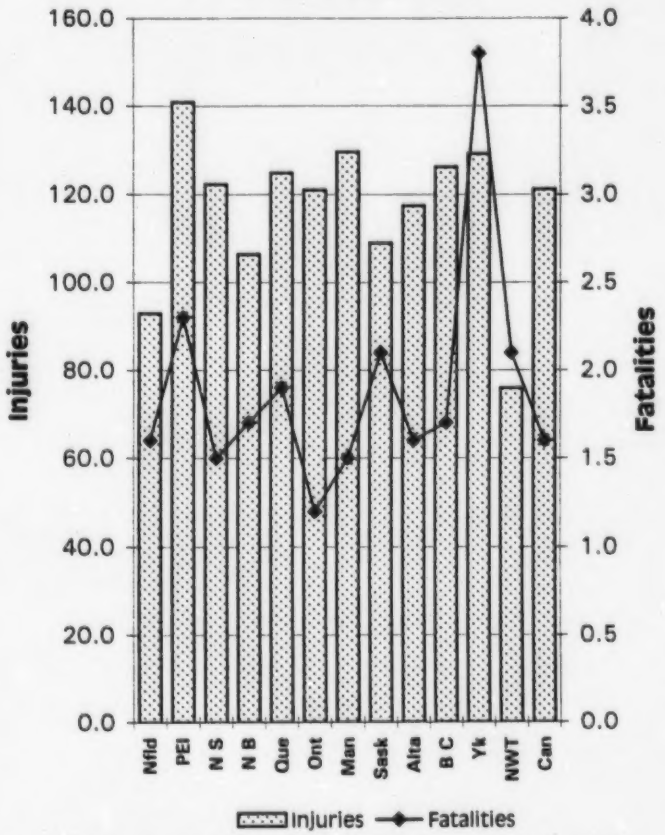
Figure 12.1

Total Collisions and Casualities in Canada**

Year	Casualty Collisions	Victims Killed	Victims Injured
1976	142,271	5,307	199,735
1977	150,138	5,253	214,630
1978	166,051	5,429	239,640
1979	178,832	5,863	256,225
1980	184,302	5,461	262,977
1981	183,643	5,383	161,176
1982	160,376	4,169	225,717
1983	160,623	4,216	224,297
1984	167,718	4,120	237,455
1985	183,423	4,364	259,189
1986	186,992	4,068	264,481
1987	196,806	4,286	280,575
1988	193,605	4,154	278,618
1989	192,428	4,246	284,937
1990	181,960	3,963	262,680
1991	173,921	3,690	249,217
1992	172,713	3,501	249,821
1993	171,227	3,615	247,588
1994	169,649	3,263	245,110
1995	167,044	3,351	241,935
1996	158,990	3,091	230,890
1997	152,764	3,063	221,349
1998	150,974	2,934	217,754
1999	153,720	2,969	222,275
2000	158,528	2,917	227,500

Figure 12.2

2000 Casualty Rates Per 10,000 Motor Vehicles Registered



Nunavut has an injury rate of 330.2 per /10,000 vehicles and a fatality rate of 10.4.

1992 - 2001 Seat Belt Use in Canada by Province/Territory **
(% of All Occupants Wearing Seat Belts in Light-Duty Vehicles*)

Figure 12.3

Province	1992	1993	1994	1996	1997	1998	1999	2000	2001
Newfoundland	90.4	94.5	93.6	91.9	92.4	86.4	82.9	92.7	92.1
Prince Edward Island	76.9	77.8	84.5	87.5	82.6	82.7	88.5	85.7	86.7
Nova Scotia	82.1	83.5	83.2	88.2	87.1	88.5	86.6	86.5	88.0
New Brunswick	77.9	82.1	84.9	86.6	86.5	87.9	85.9	91.5	91.4
Quebec	86.0	88.8	89.8	90.3	91.7	92.3	93	91.4	89
Ontario	76.6	79.4	86.3	89.9	89.2	89.1	91.0	91.7	92.5
Manitoba	76.5	80.2	82.6	82.4	84.8	84.4	85.3	84.2	82.3
Saskatchewan	88.7	89.4	87.7	89.6	91.7	89.7	88.2	90.0	91.7
Alberta	80.3	81.0	83.1	85.1	83.7	82.4	89.3	87.2	84.9
British Columbia	87.1	86.4	88.3	88.7	89.4	89.7	89.2	88.7	90.8
Yukon	60.1	72.8	68.2	81.2	83.4	82.1	82.1	79.3	78.1
Northwest Territories	68.7	51.5	67.4	54.9	64.3	52.6	61.1	60.7	62.7
Nunavut	NA	NA	NA	NA	NA	NA	NA	NA	13.4
Canada	**81.4**	**83.4**	**86.8**	**88.7**	**88.9**	**88.7**	**90.1**	**90.1**	**89.9**

* Light-duty vehicles include passenger cars, passenger vans and light trucks

** Source of Information: Transport Canada Survey of Seat Belt Use in Canada July 2000

Other Provinces - Section 12

Additional information specific to other provinces or Canada may be obtained from the respective province or Transport Canada. A list of TAIS contacts in each jurisdiction is listed below.

Figure 12.4

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Collision History on Provincial Highways ***

	Collisions **				Victims **				Collision Rates		
Year	Property Damage*	Personal Injury	Fatal	Total	Number Injured	Number Killed	Total	Travel (Mvkm)	Coll/ MvKm	Fat. Coll/ 100 Mvkm	Inj. Coll/ Mvkm
1962	2,819	1,293	81	4,193	2,360	95	2,455	2,367	1.77	3.42	0.55
1963	2,239	1,086	89	3,414	2,336	119	2,455	2,508	1.36	3.55	0.43
1964	2,493	1,165	99	3,757	2,211	135	2,346	2,729	1.38	3.63	0.43
1965	2,786	1,314	95	4,195	2,517	134	2,651	2,870	1.46	3.31	0.46
1966	3,125	1,360	116	4,601	2,626	134	2,760	3,036	1.52	3.82	0.45
1967	3,457	1,560	120	5,137	2,802	166	2,968	3,218	1.60	3.73	0.48
1968	3,183	1,347	111	4,641	2,589	151	2,740	3,392	1.37	3.27	0.40
1969	3,376	1,240	106	4,722	2,324	137	2,461	3,504	1.35	3.02	0.35
1970	2,585	1,257	92	3,934	2,421	128	2,549	3,426	1.15	2.69	0.37
1971	2,569	1,379	91	4,039	2,598	120	2,718	3,566	1.13	2.55	0.39
1972	2,631	1,507	118	4,256	3,002	147	3,149	3,686	1.15	3.20	0.41
1973	2,583	1,530	118	4,231	2,944	149	3,093	3,869	1.09	3.05	0.40
1974	2,935	1,702	127	4,764	3,166	180	3,346	4,055	1.17	3.13	0.42
1975	3,066	1,600	118	4,784	2,998	161	3,159	4,311	1.11	2.74	0.37
1976	3,177	1,485	111	4,773	2,706	151	2,857	4,488	1.06	2.47	0.33
1977	2,701	1,082	93	3,876	1,902	126	2,028	4,721	0.82	1.97	0.23
1978	3,166	1,147	112	4,425	2,143	150	2,293	4,913	0.90	2.28	0.23
1979	4,552	1,266	103	5,921	2,318	143	2,461	5,110	1.16	2.02	0.25
1980	4,569	1,349	87	6,005	2,407	140	2,547	5,287	1.14	1.65	0.26
1981	4,855	1,248	108	6,211	2,266	139	2,405	5,420	1.15	1.99	0.23
1982	4,728	1,190	90	6,008	2,155	118	2,273	5,312	1.13	1.69	0.22
1983	4,358	1,113	90	5,561	1,967	126	2,093	5,444	1.02	1.65	0.20
1984	3,746	1,045	86	4,877	1,822	105	1,927	5,546	0.88	1.55	0.19
1985	3,837	1,142	82	5,061	1,984	100	2,084	5,640	0.90	1.45	0.20
1986	3,726	1,044	102	4,872	1,883	130	2,013	6,015	0.81	1.70	0.17
1987	4,010	1,048	92	5,150	1,888	119	2,007	6,089	0.85	1.51	0.17
1988	4,602	1,146	96	5,844	1,985	119	2,104	6,295	0.93	1.52	0.18
1989	4,877	1,093	81	6,051	1,985	107	2,092	6,242	0.97	1.30	0.18
1990	5,176	1,105	73	6,354	1,957	84	2,041	6,296	1.01	1.16	0.18
1991	5,645	971	84	6,700	1,706	99	1,805	6,264	1.07	1.34	0.16
1992	5,725	1,071	67	6,863	1,978	79	2,057	6,447	1.06	1.04	0.17
1993	4,398	1,066	72	5,536	1,875	85	1,960	6,692	0.83	1.08	0.16
1994	4,518	1,119	76	5,713	1,936	91	2,027	6,777	0.84	1.12	0.17
1995	4,867	1,196	72	6,135	2,080	88	2,168	7,080	0.87	1.02	0.17
1996	3,783	1,129	63	4,975	1,901	87	1,988	7,141	0.70	0.88	0.16
1997	3,438	1,232	70	4,740	2,088	98	2,186	7,232	0.66	0.97	0.17
1998	3,064	996	71	4,131	1,754	88	1,842	7,481	0.55	0.95	0.13
1999	3,143	1,140	88	4,371	1,978	109	2,087	7,481	0.58	1.18	0.15
2000	3,103	1,068	77	4,248	1,817	88	1,905	7,544	0.56	1.02	0.14
2001	4,076	1,061	68	5,205	1,710	85	1,795	7,341	0.71	0.93	0.14

* Minimum reporting limits for property damage only collisions were $100 as of 1950, $200 as of April 18, 1970, $500 as of January 1, 1984, and $1,000 as of January 1, 1993.

** Collision and victim counts prior to 1979 were published originally in the Province of Saskatchewan Motor Vehicle Accident annual reports.

*** Collisions occurring on Provincial Highways within an urban area with a population less than 1,000 are recorded under URBAN STREETS prior to 1988 and under PROVINCIAL HIGHWAYS in subsequent years.

Appendix - A 1.2

Collision History on Urban Streets***

Year	Collisions ** Property Damage*	Personal Injury	Fatal	Total	Victims** Number Injured	Number Killed	Total
1962	5,846	1,483	18	7,347	2,007	18	2,025
1963	6,421	1,643	24	8,088	2,291	24	2,315
1964	7,635	1,719	21	9,375	2,356	24	2,380
1965	9,026	2,009	24	11,059	2,812	29	2,841
1966	10,028	1,891	26	11,945	2,665	31	2,696
1967	11,048	1,958	34	13,040	2,758	37	2,795
1968	10,494	1,995	33	12,522	2,834	38	2,872
1969	11,704	1,984	17	13,705	2,728	22	2,750
1970	8,612	2,010	22	10,644	2,838	24	2,862
1971	7,413	2,402	36	9,851	3,391	37	3,428
1972	8,211	2,664	31	10,906	3,744	32	3,776
1973	8,940	2,647	20	11,607	3,752	24	3,776
1974	10,596	2,787	37	13,420	3,891	42	3,933
1975	12,461	3,051	32	15,544	4,388	34	4,422
1976	13,550	2,905	27	16,482	4,054	30	4,084
1977	15,548	2,964	20	18,532	4,069	20	4,089
1978	19,510	2,888	30	22,428	3,987	37	4,024
1979	30,073	3,259	54	33,386	4,685	64	4,749
1980	30,279	3,222	37	33,538	4,301	43	4,344
1981	22,312	3,152	46	25,510	4,350	49	4,399
1982	25,140	3,302	45	28,487	4,510	52	4,562
1983	25,450	3,436	35	28,921	4,597	39	4,636
1984	19,841	3,329	38	23,208	4,453	44	4,497
1985	19,522	3,552	43	23,117	4,820	46	4,866
1986	20,134	3,888	41	24,063	5,249	42	5,291
1987	20,207	4,087	47	24,341	5,590	52	5,642
1988	19,661	3,853	25	23,539	5,148	32	5,180
1989	19,373	3,497	25	22,895	4,669	27	4,696
1990	18,348	3,353	13	21,714	4,386	16	4,402
1991	18,897	3,373	25	22,295	4,554	26	4,580
1992	18,168	3,460	25	21,653	4,764	25	4,789
1993	12,203	3,644	28	15,875	4,908	28	4,936
1994	13,297	3,734	23	17,054	5,025	23	5,048
1995	13,990	3,128	24	17,142	4,254	25	4,279
1996	15,812	2,914	19	18,745	3,884	21	3,905
1997	14,472	3,016	20	17,508	4,128	20	4,148
1998	15,773	3,262	17	19,052	4,336	17	4,353
1999	15,603	3,545	24	19,172	4,826	26	4,852
2000	16,965	3,556	21	20,542	4,776	21	4,797
2001	15,431	3,047	17	18,495	4,030	17	4,047

* Minimum reporting limits for property damage only collisions were $100 as of 1950, $200 as of April 18, 1970, $500 as of January 1, 1984, and $1,000 as of January 1, 1993.

** Collision and victim counts prior to 1979 were published originally in the Province of Saskatchewan Motor Vehicle Accident annual reports.

*** Collisions occurring on Provincial Highways within an urban area with a population less than 1,000 are recorded under URBAN STREETS prior to 1988 and under PROVINCIAL HIGHWAYS in subsequent years.

Collision History on Rural Roads

	Collisions **				Victims**			Collision Rates			
Year	Property Damage*	Personal Injury	Fatal	Total	Number Injured	Number Killed	Total	Travel (Mvkm)	Coll/ MvKm	Fat. Coll/ 100 Mvkm	Inj. Coll/ Mvkm
1962	2,146	895	60	3,101	1,677	79	1,756	645	4.81	9.30	1.39
1963	3,234	1,053	53	4,340	1,425	57	1,482	1,186	3.66	4.47	0.89
1964	3,497	1,084	58	4,639	1,834	70	1,904	1,229	3.77	4.72	0.88
1965	3,518	949	47	4,514	1,597	60	1,657	1,244	3.63	3.78	0.76
1966	3,957	1,087	74	5,118	1,859	114	1,973	1,265	4.05	5.85	0.86
1967	4,342	948	65	5,355	1,667	84	1,751	1,292	4.14	5.03	0.73
1968	3,759	998	67	4,824	1,683	75	1,758	1,339	3.60	5.00	0.75
1969	3,943	931	54	4,928	1,562	64	1,626	1,371	3.59	3.94	0.68
1970	3,050	995	45	4,090	1,728	55	1,783	1,329	3.08	3.39	0.75
1971	3,012	1,253	56	4,321	2,147	61	2,208	1,334	3.24	4.20	0.94
1972	3,164	1,394	67	4,625	2,367	87	2,454	1,348	3.43	4.97	1.03
1973	3,985	1,719	61	5,765	2,850	78	2,928	1,355	4.26	4.50	1.27
1974	4,687	1,773	70	6,530	2,898	84	2,982	1,371	4.76	5.11	1.29
1975	5,279	1,750	79	7,108	2,913	91	3,004	1,432	4.96	5.52	1.22
1976	5,701	1,759	70	7,530	2,801	82	2,883	1,472	5.11	4.75	1.19
1977	6,740	1,948	98	8,786	3,272	118	3,390	1,503	5.85	6.52	1.30
1978	7,440	1,681	84	9,205	2,727	109	2,836	1,519	6.06	5.53	1.11
1979	3,981	978	48	5,007	1,616	55	1,671	1,580	3.17	3.04	0.62
1980	4,284	1,066	53	5,403	1,684	62	1,746	1,567	3.45	3.38	0.68
1981	4,492	1,083	56	5,631	1,772	67	1,839	1,643	3.43	3.41	0.66
1982	4,131	975	48	5,154	1,598	61	1,659	1,784	2.89	2.69	0.55
1983	3,785	924	44	4,753	1,477	53	1,530	1,784	2.66	2.47	0.52
1984	3,086	886	53	4,025	1,421	61	1,482	1,864	2.16	2.84	0.48
1985	3,063	965	43	4,071	1,465	48	1,513	1,864	2.18	2.31	0.52
1986	2,918	866	50	3,834	1,413	56	1,469	1,802	2.13	2.78	0.48
1987	3,256	882	42	4,180	1,380	49	1,429	1,802	2.32	2.33	0.49
1988	3,264	863	30	4,157	1,412	40	1,452	1,998	2.08	1.50	0.43
1989	3,271	811	48	4,130	1,262	49	1,311	1,903	2.17	2.52	0.43
1990	3,282	739	39	4,060	1,133	42	1,175	1,886	2.15	2.07	0.39
1991	3,230	727	34	3,991	1,124	38	1,162	1,886	2.12	1.80	0.39
1992	3,535	655	27	4,217	1,012	31	1,043	1,932	2.18	1.40	0.34
1993	2,397	642	26	3,065	1,028	30	1,058	1,974	1.55	1.32	0.33
1994	2,522	632	27	3,181	1,024	29	1,053	1,982	1.60	1.36	0.32
1995	2,574	600	28	3,202	963	31	994	1,997	1.60	1.40	0.30
1996	2,118	565	18	2,701	858	21	879	1,920	1.41	0.94	0.29
1997	2,096	737	32	2,865	1,156	37	1,193	2,018	1.42	1.59	0.37
1998	1,736	563	36	2,335	889	39	928	2,035	1.15	1.77	0.28
1999	1,777	604	28	2,409	922	40	962	2,035	1.18	1.38	0.30
2000	1,784	610	29	2,423	933	32	965	2,176	1.11	1.33	0.28
2001	2,396	617	42	3,055	945	45	990	2,179	1.40	1.93	0.28

* Minimum reporting limits for property damage only collisions were $100 as of 1950, $200 as of April 18, 1970, $500 as of January 1, 1984, and $1,000 as of January 1, 1993.

** Collision and victim counts prior to 1979 were published originally in the Province of Saskatchewan Motor Vehicle Accident annual reports.

Appendix - A 1.4

Collision History on Other Roads

	Collisions **				Victims**		
Year	Property Damage*	Personal Injury	Fatal	Total	Number Injured	Number Killed	Total
1962	N/A	N/A	N/A	N/A	N/A	N/A	N/A
1963	N/A	N/A	N/A	N/A	N/A	N/A	N/A
1964	N/A	N/A	N/A	N/A	N/A	N/A	N/A
1965	N/A	N/A	N/A	N/A	N/A	N/A	N/A
1966	N/A	N/A	N/A	N/A	N/A	N/A	N/A
1967	N/A	N/A	N/A	N/A	N/A	N/A	N/A
1968	N/A	N/A	N/A	N/A	N/A	N/A	N/A
1969	N/A	N/A	N/A	N/A	N/A	N/A	N/A
1970	N/A	N/A	N/A	N/A	N/A	N/A	N/A
1971	N/A	N/A	N/A	N/A	N/A	N/A	N/A
1972	N/A	N/A	N/A	N/A	N/A	N/A	N/A
1973	N/A	N/A	N/A	N/A	N/A	N/A	N/A
1974	N/A	N/A	N/A	N/A	N/A	N/A	N/A
1975	N/A	N/A	N/A	N/A	N/A	N/A	N/A
1976	N/A	N/A	N/A	N/A	N/A	N/A	N/A
1977	N/A	N/A	N/A	N/A	N/A	N/A	N/A
1978	N/A	N/A	N/A	N/A	N/A	N/A	N/A
1979	2,846	326	24	3,196	462	28	490
1980	2,981	327	20	3,328	492	20	512
1981	765	162	6	933	272	7	279
1982	571	139	7	717	253	9	262
1983	476	130	14	620	221	17	238
1984	409	117	10	536	208	11	219
1985	332	101	17	450	196	20	216
1986	439	152	14	605	284	17	301
1987	411	139	12	562	277	16	293
1988	362	113	9	484	195	9	204
1989	362	120	8	490	224	9	233
1990	359	112	12	483	193	12	205
1991	530	149	8	687	271	8	279
1992	470	147	8	625	292	8	300
1993	286	128	8	422	222	10	232
1994	339	135	8	482	214	8	222
1995	329	91	11	431	175	13	188
1996	311	109	6	426	186	6	192
1997	394	140	8	542	234	9	243
1998	391	135	4	530	238	4	242
1999	416	178	9	603	294	13	307
2000	498	200	10	708	325	10	335
2001	629	161	11	801	248	18	266

* Minimum reporting limits for property damage only collisions were $100 as of 1950, $200 as of April 18, 1970, $500 as of January 1, 1984, and $1,000 as of January 1, 1993.
** Collision and victim counts prior to 1979 were published originally in the Province of Saskatchewan Motor Vehicle Accident annual reports.

Collision History Rural and Other Roads Combined

	Accidents **				Victims**		
Year	Property Damage*	Personal Injury	Fatal	Total	Number Injured	Number Killed	Total
1962	2,146	895	60	3,101	1,677	79	1,756
1963	3,234	1,053	53	4,340	1,425	57	1,482
1964	3,497	1,084	58	4,639	1,834	70	1,904
1965	3,518	949	47	4,514	1,597	60	1,657
1966	3,957	1,087	74	5,118	1,859	114	1,973
1967	4,342	948	65	5,355	1,667	84	1,751
1968	3,759	998	67	4,824	1,683	75	1,758
1969	3,943	931	54	4,928	1,562	64	1,626
1970	3,050	995	45	4,090	1,728	55	1,783
1971	3,012	1,253	56	4,321	2,147	61	2,208
1972	3,164	1,394	67	4,625	2,367	87	2,454
1973	3,985	1,719	61	5,765	2,850	78	2,928
1974	4,687	1,773	70	6,530	2,898	84	2,982
1975	5,279	1,750	79	7,108	2,913	91	3,004
1976	5,701	1,759	70	7,530	2,801	82	2,883
1977	6,740	1,948	98	8,786	3,272	118	3,390
1978	7,440	1,681	84	9,205	2,727	109	2,836
1979	6,827	1,304	72	8,203	2,078	83	2,161
1980	7,265	1,393	73	8,731	2,176	82	2,258
1981	5,257	1,245	62	6,564	2,044	74	2,118
1982	4,702	1,114	55	5,871	1,851	70	1,921
1983	4,261	1,054	58	5,373	1,698	70	1,768
1984	3,495	1,003	63	4,561	1,629	72	1,701
1985	3,395	1,066	60	4,521	1,661	68	1,729
1986	3,357	1,018	64	4,439	1,697	73	1,770
1987	3,667	1,021	54	4,742	1,657	65	1,722
1988	3,697	999	41	4,737	1,607	49	1,656
1989	3,718	966	56	4,740	1,486	58	1,544
1990	3,745	880	53	4,678	1,326	54	1,380
1991	3,760	876	42	4,678	1,395	46	1,441
1992	4,005	802	35	4,842	1,304	39	1,343
1993	2,683	770	34	3,487	1,250	40	1,290
1994	2,861	767	35	3,663	1,238	37	1,275
1995	2,903	691	39	3,633	1,138	44	1,182
1996	2,429	674	24	3,127	1,044	27	1,071
1997	2,490	877	40	3,407	1,390	46	1,436
1998	2,127	698	40	2,865	1,127	43	1,170
1999	2,193	782	37	3,012	1,216	53	1,269
2000	2,282	810	39	3,131	1,258	42	1,300
2001	3,025	778	53	3,856	1,193	63	1,256

* Minimum reporting limits for property damage only collisions were $100 as of 1950, $200 as of April 18, 1970, $500 as of January 1, 1984, and $1,000 as of January 1, 1993.

** Collision and victim counts prior to 1979 were published originally in the Province of Saskatchewan Motor Vehicle Accident annual reports.

Appendix - A 1.6

Collision History on All Provincial Roads

	Collisions **				Victims**		
Year	Property Damage*	Personal Injury	Fatal	Total	Number Injured	Number Killed	Total
1962	10,811	3,671	159	14,641	6,044	192	6,236
1963	11,894	3,782	166	15,842	6,052	200	6,252
1964	13,625	3,968	178	17,771	6,401	229	6,630
1965	15,330	4,272	166	19,768	6,926	223	7,149
1966	17,110	4,338	216	21,664	7,150	279	7,429
1967	18,847	4,466	219	23,532	7,227	287	7,514
1968	17,436	4,340	211	21,987	7,106	264	7,370
1969	19,023	4,155	177	23,355	6,614	223	6,837
1970	14,247	4,262	159	18,668	6,987	207	7,194
1971	12,994	5,034	183	18,211	8,136	218	8,354
1972	14,006	5,565	216	19,787	9,113	266	9,379
1973	15,508	5,896	199	21,603	9,546	251	9,797
1974	18,218	6,262	234	24,714	9,955	306	10,261
1975	20,806	6,401	229	27,436	10,299	286	10,585
1976	22,428	6,149	208	28,785	9,561	263	9,824
1977	24,989	5,994	211	31,194	9,243	264	9,507
1978	30,116	5,716	226	36,058	8,857	296	9,153
1979	41,452	5,829	229	47,510	9,081	290	9,371
1980	42,113	5,964	197	48,274	8,884	265	9,149
1981	32,424	5,645	216	38,285	8,660	262	8,922
1982	34,570	5,606	190	40,366	8,516	240	8,756
1983	34,069	5,603	183	39,855	8,262	235	8,497
1984	27,082	5,377	187	32,646	7,904	221	8,125
1985	26,754	5,760	185	32,699	8,465	214	8,679
1986	27,217	5,950	207	33,374	8,829	245	9,074
1987	27,884	6,156	193	34,233	9,135	236	9,371
1988	27,889	5,975	160	34,024	8,740	200	8,940
1989	27,883	5,521	162	33,566	8,140	192	8,332
1990	27,165	5,309	137	32,611	7,669	154	7,823
1991	28,302	5,220	151	33,673	7,655	171	7,826
1992	27,898	5,333	127	33,358	8,046	143	8,189
1993	19,284	5,480	134	24,898	8,033	153	8,186
1994	20,676	5,620	134	26,430	8,199	151	8,350
1995	21,760	5,015	135	26,910	7,472	157	7,629
1996	22,024	4,717	106	26,847	6,829	135	6,964
1997	20,400	5,125	130	25,655	7,606	164	7,770
1998	20,964	4,956	128	26,048	7,217	148	7,365
1999	20,939	5,467	149	26,555	8,020	188	8,208
2000	22,350	5,434	137	27,921	7,851	151	8,002
2001	22,532	4,886	138	27,556	6,933	165	7,098

* Minimum reporting limits for property damage only collisions were $100 as of 1950, $200 as of April 18, 1970, $500 as of January 1, 1984, and $1,000 as of January 1, 1993.

** Collision and victim counts prior to 1979 were published originally in the Province of Saskatchewan Motor Vehicle Accident annual reports.

Collision History Rates - All Provincial Roads

Year	Registered Vehicles **	Licensed Drivers **	Sask. Pop.*	Collision Rates C/100 Reg'ed Vehicles	C/100 Lic'd Drivers	C/100 Pop.	Casualty Collisions	Casualty Collision Rates C/100 Reg'ed Vehicles	C/100 Lic'd Drivers	C/100 Pop.
1962	372,219	384,465	930,000	3.93	3.81	1.57	3,830	1.03	1.00	0.41
1963	382,190	400,178	933,000	4.15	3.96	1.70	3,948	1.03	0.99	0.42
1964	396,741	411,623	942,000	4.48	4.32	1.89	4,146	1.05	1.01	0.44
1965	418,606	430,182	950,000	4.72	4.60	2.08	4,438	1.06	1.03	0.47
1966	438,558	442,490	955,400	4.94	4.90	2.27	4,554	1.04	1.03	0.48
1967	454,262	469,685	957,000	5.18	5.01	2.46	4,685	1.03	1.00	0.49
1968	464,017	474,068	960,000	4.74	4.64	2.29	4,551	0.98	0.96	0.47
1969	472,363	495,684	958,000	4.94	4.71	2.44	4,332	0.92	0.87	0.45
1970	464,405	487,678	941,000	4.02	3.83	1.98	4,421	0.95	0.91	0.47
1971	464,924	495,730	932,037	3.92	3.67	1.95	5,217	1.12	1.05	0.56
1972	496,214	517,829	920,780	3.99	3.82	2.15	5,781	1.17	1.12	0.63
1973	523,557	503,494	911,936	4.13	4.29	2.37	6,095	1.16	1.21	0.67
1974	568,918	518,252	908,455	4.34	4.77	2.72	6,496	1.14	1.25	0.72
1975	613,269	590,251	917,411	4.47	4.65	2.99	6,630	1.08	1.12	0.72
1976	653,408	598,604	931,620	4.41	4.81	3.09	6,357	0.97	1.06	0.68
1977	670,638	606,386	944,814	4.65	5.14	3.30	6,205	0.93	1.02	0.66
1978	621,770	560,972	951,943	5.80	6.43	3.79	5,942	0.96	1.06	0.62
1979	624,478	591,337	959,555	7.61	8.03	4.95	6,058	0.97	1.02	0.63
1980	677,680	603,115	967,369	7.12	8.00	4.99	6,161	0.91	1.02	0.64
1981	690,776	611,506	975,861	5.54	6.26	3.92	5,861	0.85	0.96	0.60
1982	684,358	621,837	987,253	5.90	6.49	4.09	5,796	0.85	0.93	0.59
1983	701,993	633,893	1,001,851	5.68	6.29	3.98	5,786	0.82	0.91	0.58
1984	719,856	642,358	1,015,476	4.54	5.08	3.21	5,564	0.77	0.87	0.55
1985	720,022	647,121	1,025,455	4.54	5.05	3.19	5,945	0.83	0.92	0.58
1986	735,626	649,989	1,029,254	4.54	5.13	3.24	6,157	0.84	0.95	0.60
1987	738,682	651,609	1,032,786	4.63	5.25	3.31	6,349	0.86	0.97	0.61
1988	726,605	647,445	1,028,050	4.68	5.26	3.31	6,135	0.84	0.95	0.60
1989	715,600	624,964	1,019,265	4.69	5.37	3.29	5,683	0.79	0.91	0.56
1990	702,653	638,600	1,007,115	4.64	5.11	3.24	5,446	0.78	0.85	0.54
1991	696,241	636,872	1,002,668	4.84	5.29	3.36	5,371	0.77	0.84	0.54
1992	707,123	640,428	1,003,987	4.72	5.21	3.32	5,460	0.77	0.85	0.54
1993	706,340	643,995	1,006,949	3.52	3.87	2.47	5,614	0.79	0.87	0.56
1994	705,388	645,723	1,009,685	3.75	4.09	2.62	5,754	0.82	0.89	0.57
1995	705,405	647,786	1,014,172	3.81	4.15	2.65	5,150	0.73	0.80	0.51
1996	717,098	654,973	1,019,459	3.74	4.10	2.63	4,823	0.67	0.74	0.47
1997	715,819	658,972	1,022,020	3.58	3.89	2.51	5,255	0.73	0.80	0.51
1998	715,381	662,810	1,024,908	3.64	3.93	2.54	5,084	0.71	0.77	0.50
1999	712,541	667,379	1,025,720	3.73	3.98	2.59	5,616	0.79	0.84	0.55
2000	716,723	666,266	1,023,636	3.90	4.19	2.73	5,571	0.78	0.84	0.54
2001	713,000	665,760	1,024,905	3.86	4.14	2.69	5,024	0.70	0.75	0.49

* Population - Statistics Canada July 1 Populations.

** Vehicle counts exclude motor toboggans (type 30), snowmobiles (type 31) and all trailers (types 50-61)

FATAL ACCIDENT LOCATIONS ON RURAL PROVINCIAL HIGHWAYS

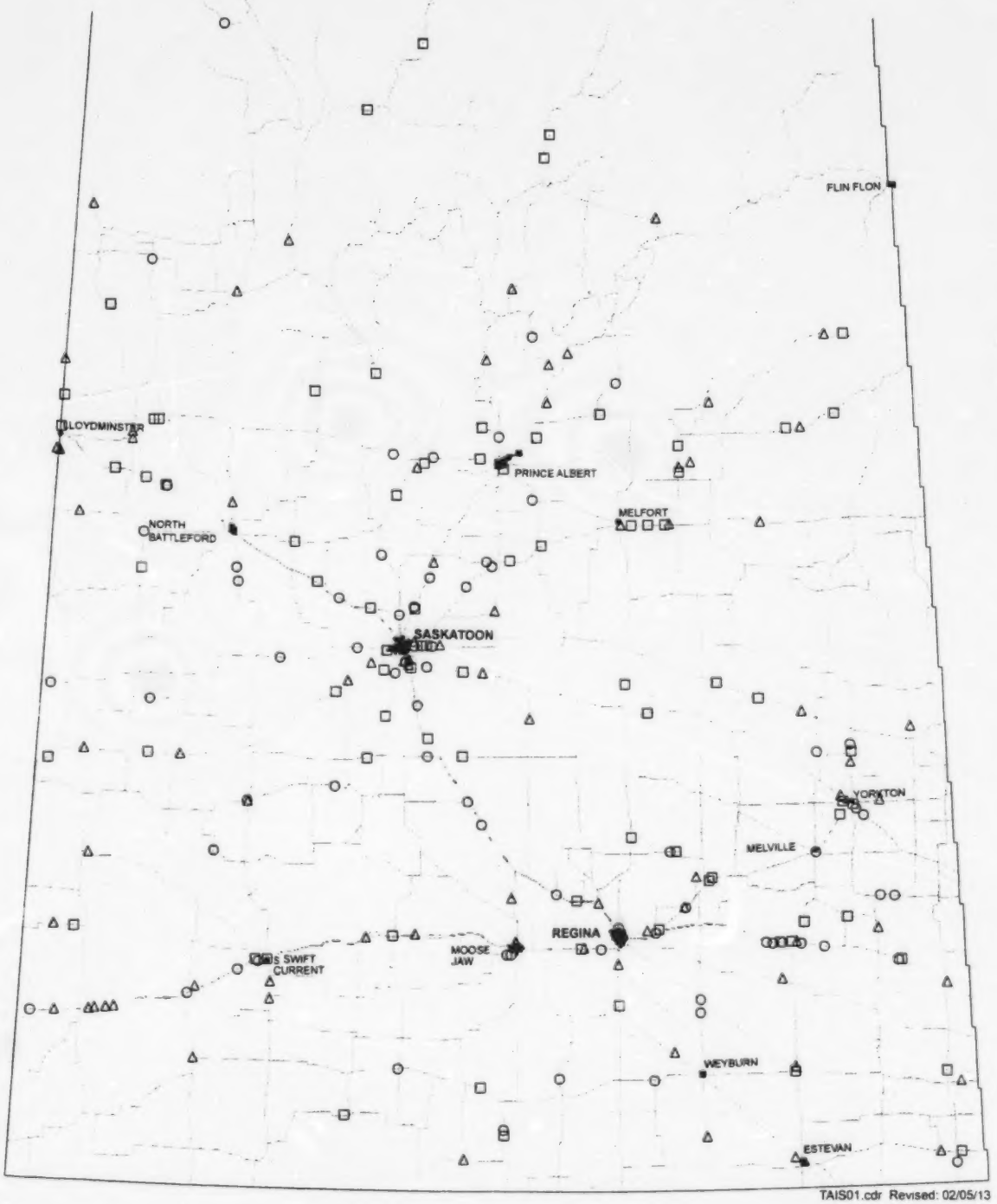
Note:

1. Fatal accidents on streets and rural municipal and other roads during the same period are not shown.

□ 1999 - 109 Persons were killed in 88 accidents

△ 2000 - 88 Persons were killed in 77 accidents

○ 2001 - 85 Persons were killed in 68 accidents



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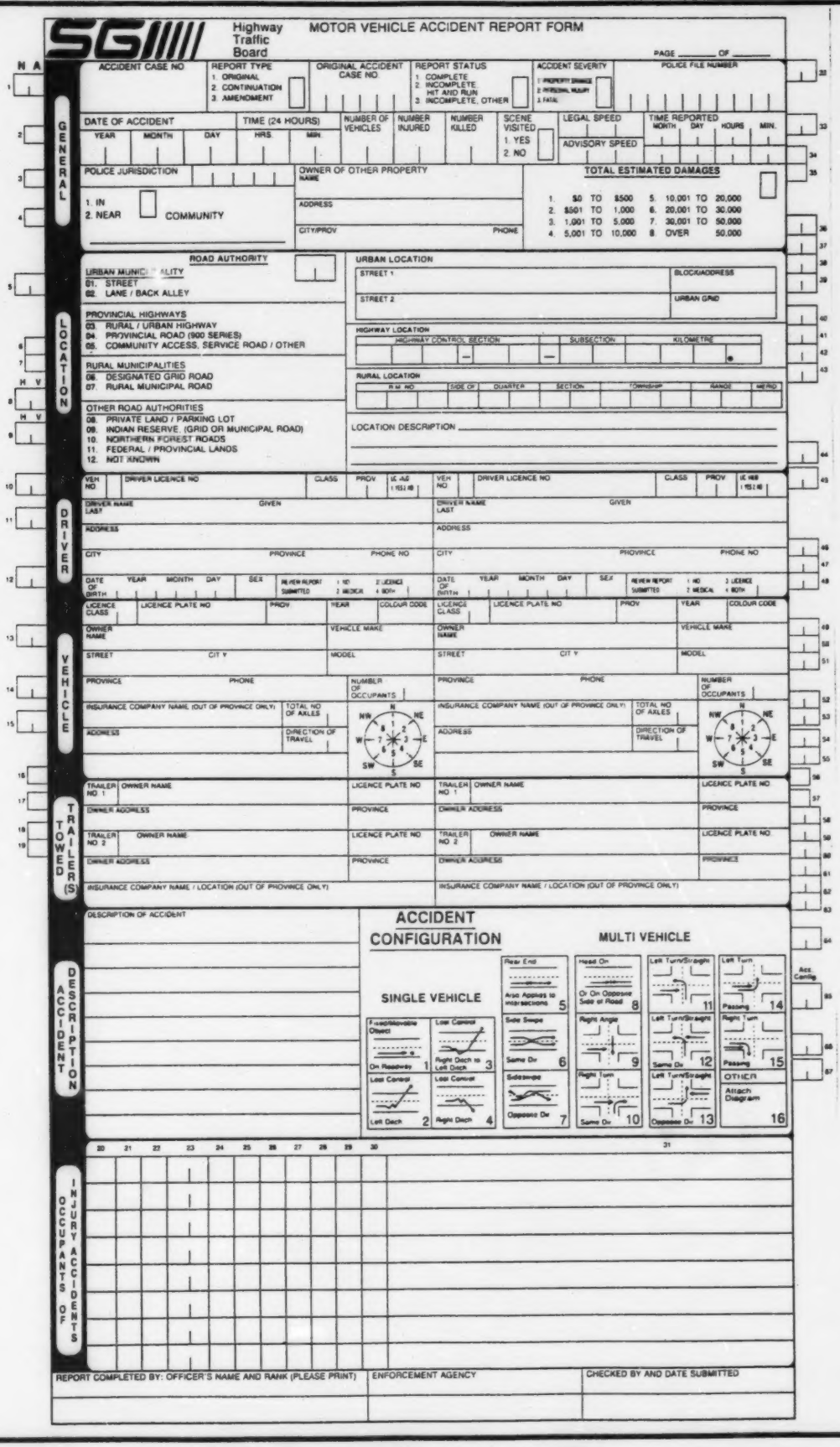
Appendix - A 3 Sask. Motor Vehicle Accident (MVA) Report Form



SGI Highway Traffic Board — MOTOR VEHICLE ACCIDENT REPORT FORM

PAGE ____ OF ____

GENERAL

ACCIDENT CASE NO. | REPORT TYPE (1. ORIGINAL 2. CONTINUATION 3. AMENDMENT) | ORIGINAL ACCIDENT CASE NO. | REPORT STATUS (1. COMPLETE 2. INCOMPLETE HIT AND RUN 3. INCOMPLETE, OTHER) | ACCIDENT SEVERITY (1. PROPERTY DAMAGE 2. PERSONAL INJURY 3. FATAL) | POLICE FILE NUMBER

DATE OF ACCIDENT (YEAR, MONTH, DAY) | TIME (24 HOURS) (HRS., MIN.) | NUMBER OF VEHICLES | NUMBER INJURED | NUMBER KILLED | SCENE VISITED (1. YES 2. NO) | LEGAL SPEED | ADVISORY SPEED | TIME REPORTED (MONTH, DAY, HOURS, MIN.)

POLICE JURISDICTION (1. IN 2. NEAR) COMMUNITY

OWNER OF OTHER PROPERTY — NAME, ADDRESS, CITY/PROV, PHONE

TOTAL ESTIMATED DAMAGES

1. $0 TO $500
2. $501 TO 1,000
3. 1,001 TO 5,000
4. 5,001 TO 10,000
5. 10,001 TO 20,000
6. 20,001 TO 30,000
7. 30,001 TO 50,000
8. OVER 50,000

LOCATION

ROAD AUTHORITY

URBAN MUNICIPALITY
01. STREET
02. LANE / BACK ALLEY

PROVINCIAL HIGHWAYS
03. RURAL / URBAN HIGHWAY
04. PROVINCIAL ROAD (900 SERIES)
05. COMMUNITY ACCESS, SERVICE ROAD / OTHER

RURAL MUNICIPALITIES
06. DESIGNATED GRID ROAD
07. RURAL MUNICIPAL ROAD

OTHER ROAD AUTHORITIES
08. PRIVATE LAND / PARKING LOT
09. INDIAN RESERVE, (GRID OR MUNICIPAL ROAD)
10. NORTHERN FOREST ROADS
11. FEDERAL / PROVINCIAL LANDS
12. NOT KNOWN

URBAN LOCATION — STREET 1, STREET 2, BLOCK/ADDRESS, URBAN GRID

HIGHWAY LOCATION — HIGHWAY CONTROL SECTION, SUBSECTION, KILOMETRE

RURAL LOCATION — R.M. NO., SIDE OF, QUARTER, SECTION, TOWNSHIP, RANGE, MERID.

LOCATION DESCRIPTION

DRIVER

VEH NO. | DRIVER LICENCE NO. | CLASS | PROV | LIC. AGE (1 YES 2 NO)

DRIVER NAME (LAST, GIVEN) | ADDRESS | CITY | PROVINCE | PHONE NO.

DATE OF BIRTH (YEAR, MONTH, DAY) | SEX | REVIEW REPORT SUBMITTED (1 NO 2 MEDICAL 3 LICENCE 4 BOTH)

VEHICLE

LICENCE CLASS | LICENCE PLATE NO. | PROV | YEAR | COLOUR CODE

OWNER NAME | VEHICLE MAKE | STREET | CITY | MODEL | PROVINCE | PHONE | NUMBER OF OCCUPANTS

INSURANCE COMPANY NAME (OUT OF PROVINCE ONLY) | TOTAL NO OF AXLES | ADDRESS | DIRECTION OF TRAVEL

TOWED TRAILER(S)

TRAILER NO 1 / TRAILER NO 2 | OWNER NAME | LICENCE PLATE NO | OWNER ADDRESS | PROVINCE

INSURANCE COMPANY NAME / LOCATION (OUT OF PROVINCE ONLY)

ACCIDENT DESCRIPTION

DESCRIPTION OF ACCIDENT

ACCIDENT CONFIGURATION

SINGLE VEHICLE

1. Fixed/Movable Object — On Roadway
2. Left Ditch — Loss Control
3. Right Ditch to Left Ditch — Loss Control
4. Right Ditch — Loss Control
5. Rear End — Also Applies to Intersections
6. Side Swipe — Same Dir
7. Sideswipe — Opposite Dir

MULTI VEHICLE

8. Head On — Or On Opposite Side of Road
9. Right Angle
10. Right Turn — Same Dir
11. Left Turn/Straight
12. Left Turn/Straight — Same Dir
13. Left Turn/Straight — Opposite Dir
14. Left Turn — Passing
15. Right Turn — Passing
16. OTHER — Attach Diagram

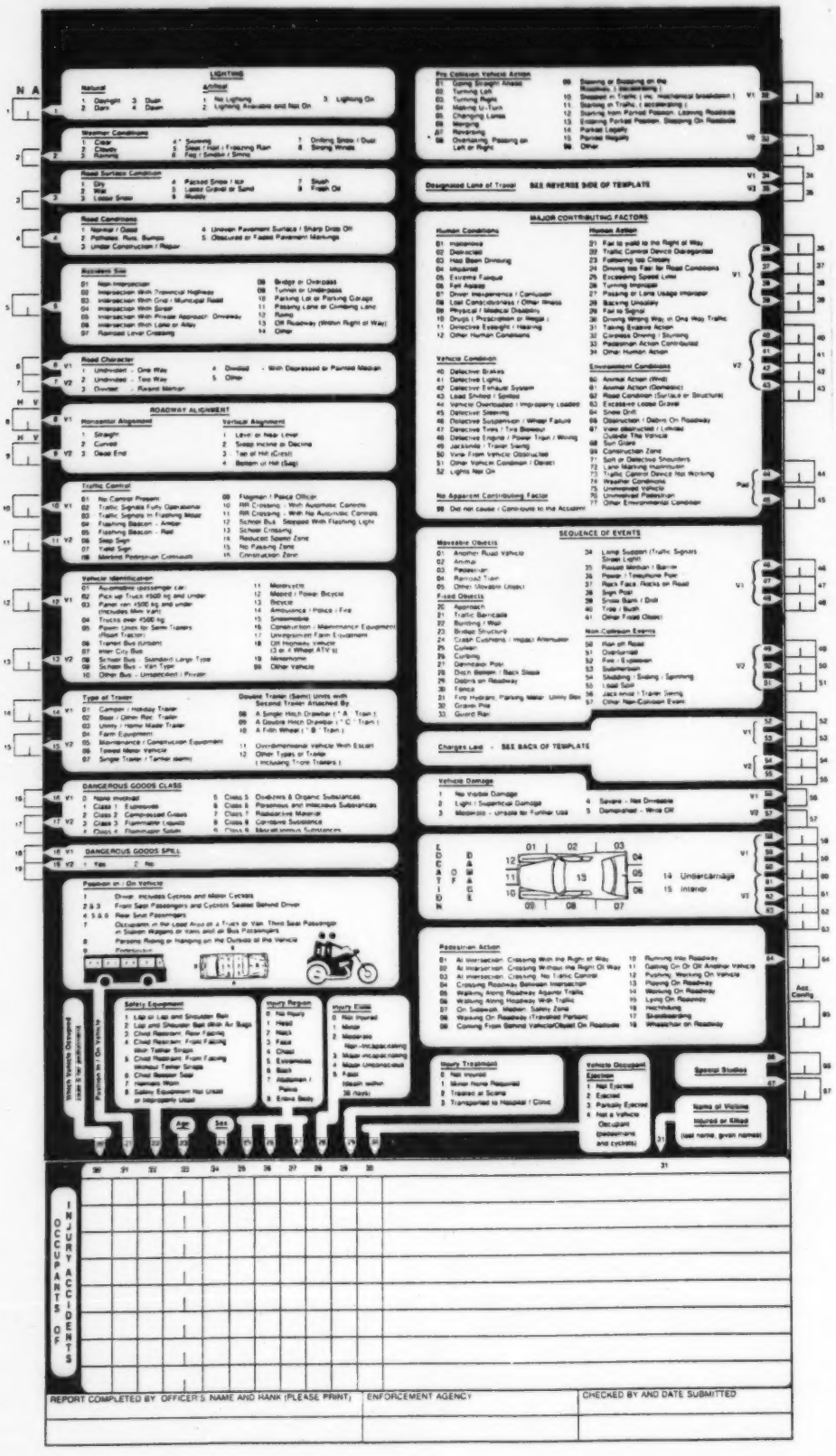
Acc. Config.

OCCUPANTS OF INJURY ACCIDENTS

20 21 22 23 24 25 26 27 28 29 30 31

REPORT COMPLETED BY: OFFICER'S NAME AND RANK (PLEASE PRINT) | ENFORCEMENT AGENCY | CHECKED BY AND DATE SUBMITTED

Appendix - A 4.1 Sask. MVA Report Form Template - Front

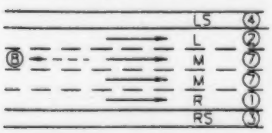

LIGHTING
Natural
1 Daylight 3 Dusk
2 Dark 4 Dawn
Artificial
1 No Lighting
2 Lighting Available and Not On
3 Lighting On
Weather Conditions
1 Clear
2 Cloudy
3 Raining
4 Snowing
5 Sleet / Hail / Freezing Rain
6 Fog / Smoke / Smog
7 Drifting Snow / Dust
8 Strong Winds
Road Surface Condition
1 Dry
2 Wet
3 Loose Snow
4 Packed Snow / Ice
5 Loose Gravel or Sand
6 Mudd
7 Slush
8 Fresh Oil
Road Conditions
1 Normal / Good
2 Potholes, Ruts, Bumps
3 Under Construction / Repair
4 Uneven Pavement Surface / Sharp Drop Off
5 Obscured or Faded Pavement Markings
Accident Site
01 Non-Intersection
02 Intersection With Provincial Highway
03 Intersection With Grid / Municipal Road
04 Intersection With Street
05 Intersection With Private Approach: Driveway
06 Intersection With Lane or Alley
07 Railroad Level Crossing
08 Bridge or Overpass
09 Tunnel or Underpass
10 Parking Lot or Parking Garage
11 Passing Lane or Climbing Lane
12 Ramp
13 Off Roadway (Within Right of Way)
14 Other
Road Character
1 Undivided - One Way
2 Undivided - Two Way
3 Divided - Raised Median
4 Divided - With Depressed or Painted Median
5 Other
ROADWAY ALIGNMENT
Horizontal Alignment
1 Straight
2 Curved
3 Dead End
Vertical Alignment
1 Level or Near Level
2 Steep Incline or Decline
3 Top of Hill (Crest)
4 Bottom of Hill (Sag)
Traffic Control
01 No Control Present
02 Traffic Signals Fully Operational
03 Traffic Signals in Flashing Mode
04 Flashing Beacon - Amber
05 Flashing Beacon - Red
06 Stop Sign
07 Yield Sign
08 Marked Pedestrian Crosswalk
09 Flagman / Police Officer
10 RR Crossing - With Automatic Controls
11 RR Crossing - With No Automatic Controls
12 School Bus - Stopped With Flashing Light
13 School Crossing
14 Reduced Speed Zone
15 No Passing Zone
16 Construction Zone
Vehicle Identification
01 Automobile (passenger car)
02 Pick up Truck <500 kg and Under
03 Panel van <500 kg and under (includes Mini Van)
04 Trucks over <500 kg
05 Power Units for Semi-Trailers (Road Tractor)
06 Transit Bus (urban)
07 Inter City Bus
08 School Bus - Standard Large Type
09 School Bus - Van Type
10 Other Bus - Unspecified / Private
11 Motorcycle
12 Moped / Power Bicycle
13 Bicycle
14 Ambulance / Police / Fire
15 Snowmobile
16 Construction - Maintenance Equipment
17 Unregistered Farm Equipment
18 Off Highway Vehicle (3 or 4 Wheel ATV's)
19 Minivan/vans
99 Other Vehicle
Type of Trailer
01 Camper - Holiday Trailer
02 Boat - Other Rec. Trailer
03 Utility / Home Made Trailer
04 Farm Equipment
05 Maintenance / Construction Equipment
06 Towed Motor Vehicle
07 Single Trailer / Tanker (semi)
Double Trailer (Semi) Units with Second Trailer Attached By
08 A Single Hitch Drawbar (" A " Train)
09 A Double Hitch Drawbar (" C " Train)
10 A Fifth Wheel (" B " Train)
11 Overdimensional Vehicle With Escort
12 Other Types or Trains (Including Triple Trailers)
DANGEROUS GOODS CLASS
0 None involved
1 Class 1 Explosives
2 Class 2 Compressed Gases
3 Class 3 Flammable Liquids
4 Class 4 Flammable Solids
5 Class 5 Oxidizers & Organic Substances
6 Class 6 Poisonous and Infectious Substances
7 Class 7 Radioactive Material
8 Class 8 Corrosive Substance
9 Class 9 Miscellaneous Substances
DANGEROUS GOODS SPILL
1 Yes
2 No
Position in / On Vehicle
1 Driver. Includes Cyclists and Motor Cyclists
2 & 3 Front Seat Passengers and Cyclists Seated Behind Driver
4 5 & 6 Rear Seat Passengers
7 Occupants in the Load Area of a Truck or Van. Third Seat Passenger in Subaru Wagon or Van, and all Bus Passengers
8 Persons Riding or Hanging on the Outside of the Vehicle
9 Pedestrian
Safety Equipment
1 Lap or Lap and Shoulder Belt
2 Lap and Shoulder Belt with Air Bags
3 Child Restraint: Rear Facing
4 Child Restraint: Front Facing With Tether Strap
5 Child Restraint: Front Facing Without Tether Strap
6 Child Booster Seat
7 Harness Worn
8 Safety Equipment Not Used or Improperly Used
Injury Region
0 No Injury
1 Head
2 Neck
3 Face
4 Chest
5 Extremities
6 Back
7 Abdomen / Pelvis
8 Entire Body
Injury Extent
0 Not Injured
1 Minor
2 Moderate
Non-incapacitating
3 Major incapacitating
4 Major Unconscious
5 Fatal
Fatal within 30 hours
Age
Sex
Which Vehicles Occupied (use 9 or pedestrian)
INJURY ACCIDENTS OF OCCUPANTS OF
Pre Collision Vehicle Action
01 Going Straight Ahead
02 Turning Left
03 Turning Right
04 Making U-Turn
05 Changing Lanes
06 Merging
07 Reversing
* 08 Overtaking, Passing on Left or Right
09 Slowing or Stopping on the Roadway (decelerating)
10 Stopped in Traffic (inc. momentary breakdown)
11 Starting in Traffic (accelerating)
12 Starting from Parked Position, Leaving Roadside
13 Entering Parked Position, Stopping On Roadside
14 Parked Legally
15 Parked Illegally
99 Other
Designated Lane of Travel SEE REVERSE SIDE OF TEMPLATE
MAJOR CONTRIBUTING FACTORS
Human Conditions
01 Inattentive
02 Distracted
03 Had Been Drinking
04 Impaired
05 Extreme Fatigue
06 Fell Asleep
07 Driver Inexperience / Confusion
08 Lost Consciousness / Other Illness
09 Physical / Medical Disability
10 Drugs (Prescription or Illegal)
11 Defective Eyesight / Hearing
12 Other Human Conditions
Human Action
21 Fail to yield to the Right of Way
22 Traffic Control Device Disregarded
23 Following too Closely
24 Driving too Fast for Road Conditions
25 Exceeding Speed Limit
26 Turning Improper
27 Passing or Lane Usage Improper
28 Backing Unsafely
29 Fail to Signal
30 Driving Wrong Way on One Way Traffic
31 Taking Evasive Action
32 Careless Driving / Shunning
33 Pedestrian Action Contributed
34 Other Human Action
Vehicle Condition
40 Defective Brakes
41 Defective Lights
42 Defective Exhaust System
43 Load Shifted / Spilled
44 Vehicle Overloaded / Improperly Loaded
45 Defective Steering
46 Defective Suspension / Wheel Failure
47 Defective Tires / Tire Blowout
48 Defective Engine / Power Train / Wiring
49 Jackknife / Trailer Swing
50 Veer From Vehicle Obstructed
51 Other Vehicle Condition / Defect
52 Lights Not On
Environment Conditions
60 Animal Action (Wild)
61 Animal Action (Domestic)
62 Road Condition (Surface or Structure)
63 Excessive Loose Gravel
64 Snow Drift
65 Obstruction / Debris On Roadway
67 View obstructed / Limited Outside The Vehicle
68 Sun Glare
69 Construction Zone
71 Soft or Defective Shoulders
72 Lane Marking Inadequate
73 Traffic Control Device Not Working
74 Weather Conditions
75 Unimpaired Vehicle
76 Unimpaired Pedestrian
77 Other Environmental Condition
No Apparent Contributing Factor
99 Did not cause / Contribute to the Accident
SEQUENCE OF EVENTS
Moveable Objects
01 Another Road Vehicle
02 Animal
03 Pedestrian
04 Railroad Train
05 Other Moveable Object
Fixed Objects
20 Approach
21 Traffic Barricade
22 Building / Wall
23 Bridge Structure
24 Crash Cushions / Impact Attenuator
25 Culvert
26 Curbing
27 Delineator Post
28 Ditch Bottom / Back Slope
29 Debris on Roadway
30 Fence
31 Fire Hydrant, Parking Meter, Utility Box
32 Gravel Pile
33 Guard Rail
34 Lamp Support (Traffic Signals, Street Light)
35 Parked Vehicle / Barrier
36 Power / Telephone Pole
37 Rock Face, Rocks on Road
38 Sign Post
39 Snow Bank / Drift
40 Tree / Bush
41 Other Fixed Object
Non-Collision Events
50 Fire on Road
51 Overturned
52 Fire / Explosion
53 Submersion
54 Skidding / Sliding / Spinning
55 Load Spill
56 Jack-knife / Trailer Swing
57 Other Non-Collision Event
Changes Lane - SEE BACK OF TEMPLATE
Vehicle Damage
1 No Visible Damage
2 Light / Superficial Damage
3 Moderate - unable to Further Use
4 Severe - Not Driveable
5 Demolished - Write Off
Vehicle Diagram
01 02 03 04 05 06 07 08 09 10 11 12 13 14 Undercarriage 15 Interior
Pedestrian Action
01 At Intersection, Crossing With the Right of Way
02 At Intersection, Crossing Without the Right Of Way
03 At Intersection, Crossing, No Traffic Control
04 Crossing Roadway Between Intersection
05 Walking Along Roadway Against Traffic
06 Walking Along Roadway With Traffic
07 On Sidewalk, Median, Safety Zone
08 Working On Roadway (Travelled Portion)
09 Coming From Behind Vehicle/Object On Roadside
10 Running Into Roadway
11 Coming On Or Off Another Vehicle
12 Pushing, Working On Vehicle
13 Playing On Roadway
14 Working On Roadway
15 Lying On Roadway
16 Hitchhiking
17 Skateboarding
18 Wheelchair on Roadway
Acc. Config
Injury Treatment
0 Not Injured
1 Never Have Required
2 Treated at Scene
3 Transported to Hospital / Clinic
Vehicle Occupant Ejection
1 Not Ejected
2 Ejected
3 Partially Ejected
4 Not a Vehicle Occupant (passengers and cyclists)
Special Studies
Name of Victims Injured or Killed (last name, given names)
REPORT COMPLETED BY: OFFICER'S NAME AND RANK (PLEASE PRINT)
ENFORCEMENT AGENCY
CHECKED BY AND DATE SUBMITTED

Appendix - A 4.2 Sask. MVA Report Form Template - Back

DESIGNATED LANE OF TRAVEL

ONE WAY TRAFFIC

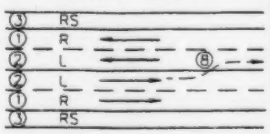
MULTI LANE



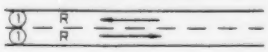
SINGLE LANE

TWO WAY TRAFFIC

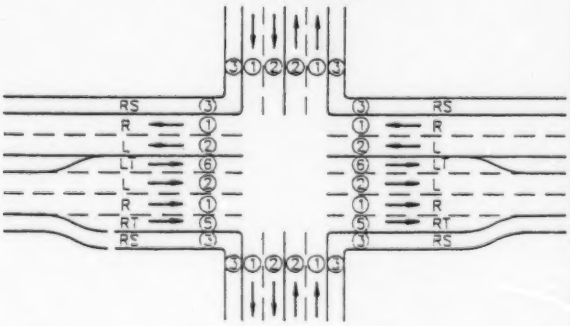
MULTI LANE



SINGLE LANE



INTERSECTIONS



Code	Abbreviation	Lane
1	R	Right most Driving Lane
2	L	Left most Driving Lane
3	RS	Right Shoulder
4	LS	Left Shoulder
5	RT	Right Turning Lane
6	LT	Left Turning Lane
7	M	Middle Driving Lane
8	O	Lane of Opposing Traffic

Province / State Codes

Alberta	AB	Ontario	ON
British Columbia	BC	Prince Edward Island	PE
Manitoba	MA	Quebec	PQ
New Brunswick	NB	Saskatchewan	SK
Newfoundland	NF	Yukon Territory	YT
Nova Scotia	NS	North West Territories	NW
Alabama	AL	Montana	MT
Alaska	AK	Nebraska	NE
Arizona	AZ	Nevada	NV
Arkansas	AR	New Hampshire	NH
California	CA	New Jersey	NJ
Colorado	CO	New Mexico	NM
Connecticut	CT	New York	NY
Delaware	DE	North Carolina	NC
District of Columbia	DC	North Dakota	ND
Florida	FL	Ohio	OH
Georgia	GA	Oklahoma	OK
Hawaii	HI	Oregon	OR
Idaho	ID	Pennsylvania	PA
Illinois	IL	Rhode Island	RI
Indiana	IN	South Carolina	SC
Iowa	IA	South Dakota	SD
Kansas	KS	Tennessee	TN
Kentucky	KY	Texas	TX
Louisiana	LA	Utah	UT
Maine	ME	Vermont	VT
Maryland	MD	Virginia	VA
Massachusetts	MH	Washington	WA
Michigan	MI	West Virginia	WV
Minnesota	MN	Wisconsin	WI
Mississippi	MS	Wyoming	WY
Missouri	MO	Puerto Rico	PR
		Mexico	MX
Canadian Armed Forces	CF		
International Licence	IR		
Other Foreign Licence	FE		

Colour Codes

White	01	Yellow	06	Grey	10
Black	02	Orange	07	Gold	11
Red	03	Purple	08	Silver	12
Green	04	Brown	09	Bronze	13
Blue	05			Other	14

Two-Tone Vehicle use most Predominant Colour

Codes for Charges Laid

CODE	CHARGE
10	Unregistered Vehicle
11	Disobey Stop Sign
12	Fail to Signal
13	Speed too Fast for Conditions
14	Drive Without Due Care and Attention
15	Follow too Closely
16	Passing on Right
17	Improper Lane Change
18	Improper Turn
19	Fail to Yield Right-of-Way
20	Passing When Unsafe
21	Driving Left of Centre
22	Driving Wrong Way on a One Way Street
23	Fail to Yield to Pedestrian
24	Fail to Report
25	Disobey Traffic Signal
26	Improper Parking on Highway or Street
27	Passing School Bus When Forbidden
28	Inadequate Brakes
29	Defective or Unauthorized Lights, Tires, Windshield or Bumper Height
30	Dangerous Driving
31	Drive While Disqualified
32	Criminal Negligence
33	Fail to Remain
34	Impaired Driving / Refuse Breath Test
35	Unsafe Backing
36	No Driver's Licence
37	Operator or Passenger Not Using Seatbelt
38	Speeding Past Highway Worker
39	Stunting
40	24 Hour Suspension
99	Other Offence

Unknown Information

An " X " can be coded to individual data fields if the information is unknown at the time of reporting. However, in cases where no information is known about a complete section such as a hit and run accident where no driver or vehicle data is available, one " x " at the beginning of the section will be sufficient.

Appendix - A 5 MVA Report Form Property Damage Only Collisions

Motor Vehicle Accident Report Form for Property Damage Only Collisions

SGI

Highway Traffic Board

Page ____ of ____

Case number 1374578 | Original case # | Police jurisdiction | Police file

Date of collision | Time (24 hr) | Road Authority (office use only)

In ☐ Near ☐ | Community | Urban grid (office use only)

Urban intersection - | Street #1 | Street #2

Urban non intersection - | Street name and civic address

Highway location (reference in kilometres from the nearest major intersection)

Rural/other location (reference in kilometres to the nearest major intersection)

Collision site
01 Non-intersection
02 Intersection with provincial highway
03 Intersection with grid/municipal road
04 Intersection with streets
05 Intersection with private roadway
06 Intersection with lane or alley
07 Rail-road level crossing
08 Bridge or overpass
09 Tunnel or underpass
10 Parking lot or parking garage
11 Passing lane or climbing lane
12 Ramp
13 Off roadway (within the right of way)
14 Other

Total vehicles involved | Type of object or animal hit | Rollover? ☐ Yes ☐ No

Owner of damaged property

Collision description and witness information

COLLISION CONFIGURATION

MULTI VEHICLE

SINGLE VEHICLE

Driver/Vehicle Information

Driver's name | Address | Sex | Birth date

Driver's licence number | Province | Class | Year | Make | Body | Colour

Charges laid | Phone No.

Unit # (if any) | Registered owner

Model | Year | Vehicle body type

Driver/Vehicle Information

Driver's name | Address | Sex | Birth date

Driver's licence number | Province | Class | Year | Make | Body | Colour

Charges laid | Phone No.

Unit # (if any) | Registered owner

Model | Year | Vehicle body type

Vehicle Body Type
01 Automobile (passenger car, taxi)
02 Pick up trucks (under 4600 kg)
03 Light utility vehicles (mini vans and sport utility vehicles)
04 Trucks (over 4600 kg)
05 Road tractor (with or without semi-trailer)
06 Urban transit bus
07 Intercity bus
08 School bus (elementary and high school)
09 School bus (private, commercial, charter, used for hire or reward)
10 Other bus configuration
11 Motorized mobile crane
12 Motorized snow vehicle
13 Farm tractor
14 Emergency vehicle (ambulance, police or fire)
15 Snowmobile
16 Construction or maintenance equipment
17 Unpowered unit, specify
18 Off highway vehicle (3 or 4 wheel ATV)
19 Motor Home
99 Other type of vehicle not specified

Direction of travel (prior to any turning movements - code parked/reversing vehicles in the direction they are facing)

1 North 2 Northeast 3 East 4 Southeast 5 South 6 Southwest 7 West 8 Northwest

Veh #1 ☐ Veh #2 ☐

Traffic Control

01 No control present
02 Traffic signals fully operational
03 Traffic signals in flashing mode
04 Flashing beacon - amber
05 Flashing beacon - red
06 Stop sign
07 Yield sign
08 Marked pedestrian crossover
09 Flagman / police officer
10 RR crossing - with automatic control
11 RR crossing - with no automatic control
12 School bus - stopped with flashing light
13 School crossing
14 Railroad school zone
15 No passing zone
16 Construction zone

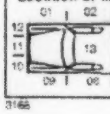
Veh #1 ☐ Veh #2 ☐

Pre-collision action (prior to any evasive action)

01 Going straight ahead
02 Turning left
03 Turning right
04 Making U-turn
05 Changing lanes
06 Merging
07 Reversing
08 Overtaking / passing on left or right
09 Slowing or stopping on the roadway (decelerating)
10 Stopped in traffic (inc. mechanical breakdown)
11 Starting in traffic (accelerating)
12 Starting from parked position, leaving roadside
13 Entering parked position, stopping on roadside
14 Parked legally
15 Parked illegally
99 Other

Veh #1 ☐ Veh #2 ☐

Location of damage



14 - Undercarriage
15 - Interior

Veh #1 ☐ Veh #2 ☐

Police Service

Officer

Date/time

3162 H.T.B. COPY 01/01

DATA BUSINESS FORMS 5900315B

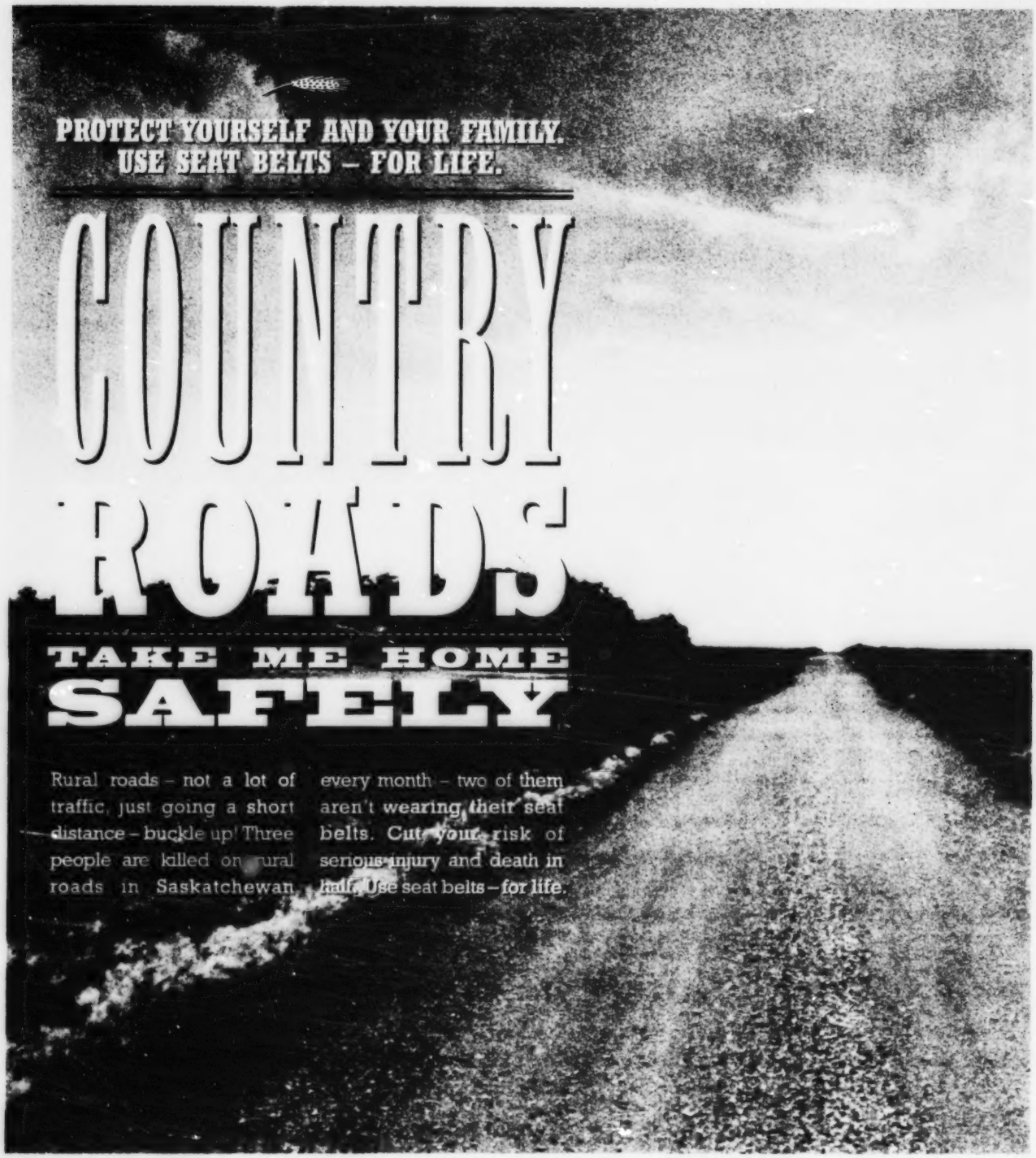
In 2001, SGI proudly introduced the

SGI Safety Squad.

This energetic group of university students hit the road running, travelling hundreds of miles across the province promoting traffic safety to Saskatchewan's young people.

SGI

Take care out there.


PROTECT YOURSELF AND YOUR FAMILY.
USE SEAT BELTS – FOR LIFE.
COUNTRY
ROADS
TAKE ME HOME
SAFELY
Rural roads – not a lot of traffic, just going a short distance – buckle up! Three people are killed on rural roads in Saskatchewan every month – two of them aren't wearing their seat belts. Cut your risk of serious injury and death in half. Use seat belts – for life.

For more information contact:

Traffic Accident Information System
Traffic Safety Program Evaluation
Auto Fund Div., SGI
4th Floor, 2260 – 11th Avenue
Regina, Saskatchewan
S4P 2N7

Phone: (306) 775-6668
Fax: (306) 775-6222
Internet E-Mail: dmcnaughton@sgi.sk.ca
Web site: www.sgi.sk.ca

Published by authority of Auto Fund, SGI

SGI
Take care out there.